

# MONDO BARCA

## MARKET

**COVER**



**DIGITAL  
ENGLISH  
VERSION**

## **CRANCHI SESSANTASETTE 67 CORSA**



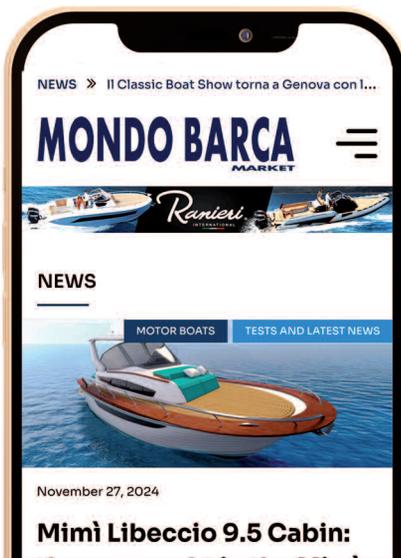
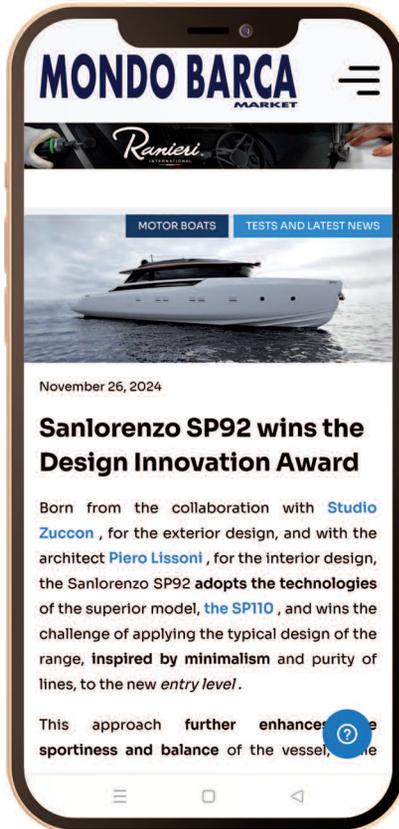
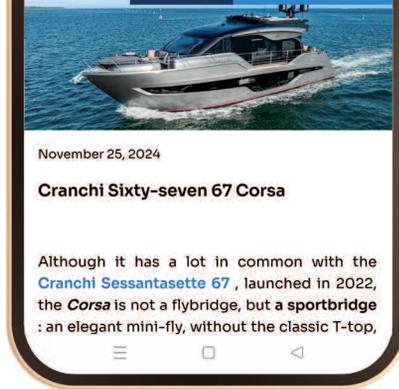
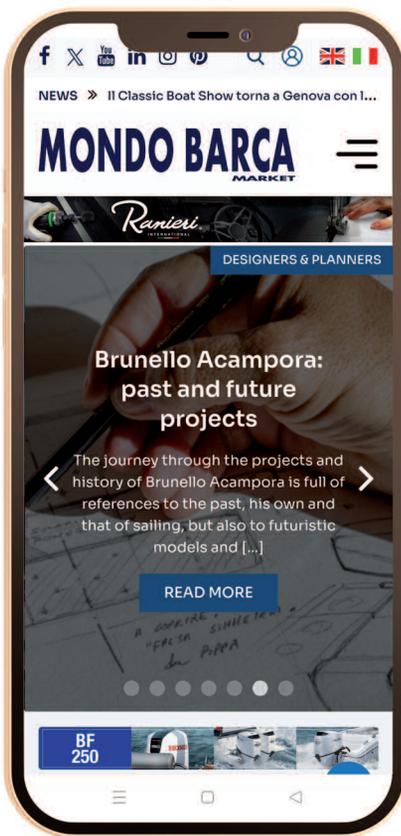
**TEST**

## **INVICTUS TT420S BSK SKIPPER 34NC**

**DESIGNER E PROGETTISTI CAPUTISTUDIO | PESCA ESPLORIAMO IL TATAKI  
AVVOCATO A BORDO MISURE RESTRITTIVE UNIONALI NEI RAPPORTI INTERNAZIONALI  
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# MONDO BARCA

MARKET

ENGLISH  
DIGITAL  
EDITION



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# SUMMARY



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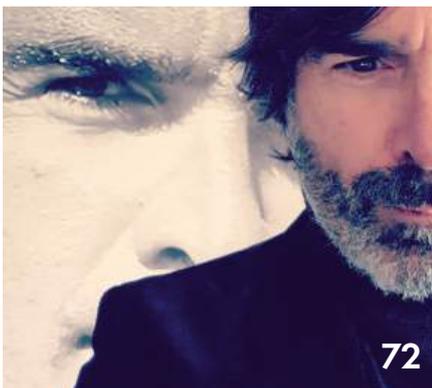
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# EDITORIAL

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**T**he protagonist of the cover of the 297th edition of February 2025, the Cranchi Sessantasette 67 Corsa, combines tradition and innovation. This sportbridge joins the Sessantasette 67 and features sportier lines with a sleeker profile. In this way, the shipyard once again proves to be at the forefront of the luxury boating industry, capable of anticipating trends and meeting the demands of a discerning audience.

The new outboard version of the Invictus Yacht TT420 model, the TT420S, combines a sporty soul with top-tier finishes. Designed by Christian Grande, the TT420S offers unusual solutions for its segment in terms of aesthetics, functionality, and performance. We had the privilege of testing it in La Spezia, equipped with a triple Yamaha engine setup totaling 1,050 HP.

With Marco Ballerio, we step aboard the Skipper 34NC, a high-end RIB produced by the Greek shipyard BSK Marine. This model promises thrilling performance thanks to an innovative hull with four steps. We put it to the test with a pair of Mercury 300R outboards.

As every month, we dive into the art of onboard cooking with Chef Gianfranco Pascucci. In this issue, he delights us with a refined recipe: cedar prawns with pomegranate and samphire.

With Cristian Battista and Jury Perissotto, we explore our section dedicated to fishing and discuss a fascinating technique: Tataki. This method, used to catch squid, employs artificial lures that are made to move in a zig-zag or jerking motion in the water

column. A practice that requires skill and a deep understanding of squid behavior.

In 2025, EU exports will continue to be influenced by restrictions imposed to limit trade relations with certain countries, especially in response to tensions with Russia. Operators will need to adopt security measures to avoid sanctions and carefully monitor commercial and financial operations. We delve into the matter with lawyers Massimo Fabio and Nassim Abboud. With Naval Expert Daniele Motta, we explore the topic of insurance and claims in the yachting sector, examining best practices for choosing coverage and handling incidents.

Thanks to Engineer Giuseppe Coccia, we examine thermosetting resins used in boat construction.

In an interview with Architect Gianluca Caputi, we discover his vision of architecture, which seamlessly integrates interiors and exteriors, creating harmonious and dynamic spaces.

For the "Trend & Lifestyle" column, we present Rocca di Frassinello, a winery designed by Renzo Piano in 2007, born from a joint venture between Castellare di Castellina and Domaines Barons de Rothschild-Château Lafite. Located in Maremma, it celebrates wine and design, blending the local terroir with a touch of French elegance.

Happy reading!

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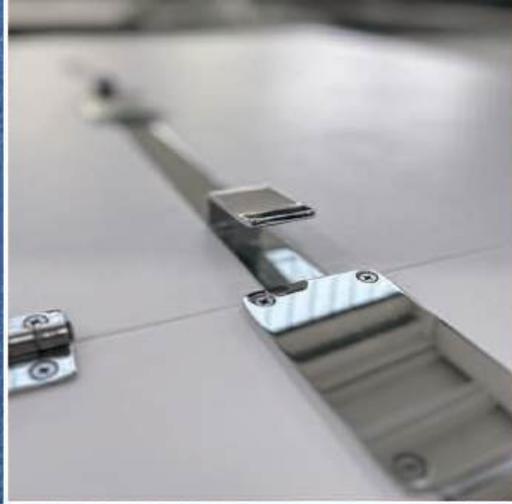


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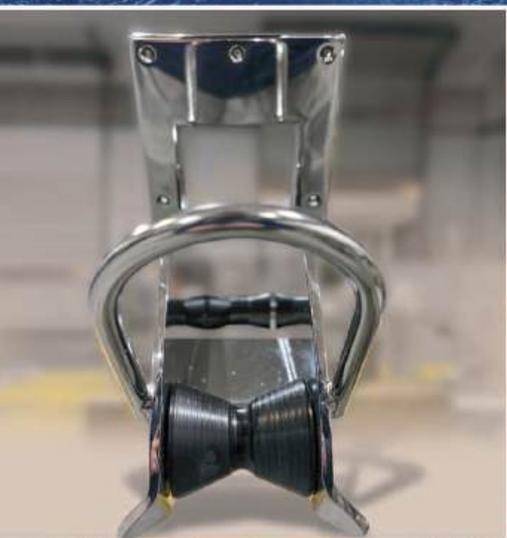
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# CRANCHI SESSANTASETTE 67 CORSA

THE CHARM OF THE SPORTBRIDGE



The new model stands alongside the renowned Cranchi Sessantasette 67, distinguished by a sportier and sleeker design, featuring an elegant mini-fly without a t-top. The unmistakable red accents stand out, enhancing the dynamic character of this yacht, ready to ride the waves with determination and style. After all, this is the essence of the Corsa: freedom, passion, and the pleasure of experiencing the sea.





Two years after the debut of the Sessantasette 67, the Corsa arrives. The name already hints at excitement and adrenaline, but the Corsa is not just about raw power. As explained by designer Christian Grande: “Corsa is a word that relates more to freedom than speed; it represent a spontaneous way of moving and expressing your identity, breaking free from conventions, a liberating act, the natural pursuit of endorphins and pleasure, and the willingness to be intoxicated by passion, the moment, and open spaces. A term perfectly aligned with the Mediterranean spirit, which aptly describes the character of this new line, starting with its first model”.

#### **NOT THE USUAL FLYBRIDGE...**

The first model in the Corsa line retains the elegant and harmonious forms of the Sessantasette 67 while introducing significant innovations. At first glance, the absence of the t-top is noticeable: the shipyard chose to forgo the classic flybridge, opting instead for





SCAN FOR THE VIDEO





a sportbridge. This solution is not only aesthetic: on one hand, the yacht's profile appears more streamlined and dynamic; on the other, the lower center of gravity ensures greater stability and improved maneuverability.

The innovations do not stop at the flybridge. The aft cockpit has also been redesigned and expanded, becoming a true outdoor lounge, ideal for convivial moments and relaxation. The area protected by the upper deck extends deeply, remaining open aft to offer an uninterrupted view of the sea.

Finally, the red accents stand out, giving the yacht a distinctive touch. The red beauty line marks the boundary between the hull and the emerged part of the boat; red details are present in the furnishings; and the word "Corsa" in the boat's logo is also red, emphasizing the unique character of this new series.

### MEDITERRANEAN SPIRIT

Although inspired by the Cranchi Sessantasette 67, the layout is strongly influenced by the concept of the new range. The beating heart of the yacht is the aft cockpit, which occupies a larger area



than the flybridge version, fully embodying the Mediterranean style of the Corsa line. Completely open aft, it is equipped with a refined dinette (featuring an extendable table and C-shaped sofa) and a practical galley unit also equipped with a retractable TV. For the owner's and guest's comfort, cooling vents are available for hot days, while two large electrically operated side windows create enchanting light and shadow effects, contributing to natural ventilation.

Further aft, a spacious sunbed, almost like a terrace, overlooks the bathing platform, equipped with a lift system for embarking and disembarking water toys. Beneath the sunbed, there is a hangar capable of housing a 3.25-meter tender. Once the hatch is opened, which integrates the stereo speakers, a convenient shower is also revealed.

Through a spectacular staircase with suspended steps, one reaches the fly, or rather, the mini-fly: like a true coupé, the Corsa prioritizes clean lines and profile elegance, slightly sacrificing space allocated to the third deck. Here, you can relax while enjoying a privileged view of the sea: on the left, there is a cozy L-shaped dinette next to a large sunbed; on the right, beyond the galley unit, is the external helm station, characterized by a modern and functional design. The absence of the t-top, which enhances the Corsa's sleek lines, does not compromise sun protection: a practical and discreet shading sail can be easily attached to four removable poles, which can then be stored in the integrated sofa lockers.

The bow deck also demonstrates great attention to comfort and functionality. The area is cleverly utilized, featuring an innovative open-air living space, furnished with a forward-facing sofa and two opposing armchairs, served by pivoting tables. At the very bow, a generous sunbed with an adjustable backrest invites relaxation, offering a highly versatile space, ideal for entertaining guests or enjoying a moment of tranquility.

### ELEGANCE AND COMFORT INSIDE

The main deck is designed with seamless continuity between interiors and exteriors, creating fluid and harmonious spaces. The large doors and windows flood the spaces with natural light and air, offering a spectacular view of the surrounding landscape at any time of day. From the aft deck, one can access the main deck salon via a glass door, while on the starboard side, near the helm station, a door leads to the side deck, creating a direct connection with the outside.

The open-plan layout is divided into three main areas: the living area, with a dinette, retractable TV, freestanding sofa, and coffee table; the fully equipped kitchen; and the helm station. Positioned centrally for optimal visibility, the helm station features a comfortable captain's chair, accompanied by a twin seat to stay in the company of family and friends. The state-of-the-art console is equipped with the latest technology for navigation control, onboard systems, and entertainment functions. A staircase in front of the helm leads to the lower





deck, which follows the Sessantasette 67 in terms of layout and configuration, offering a choice between three or four cabins.

The full-beam owner's suite includes a central double bed, a walk-in closet, and a lounge area with armchairs and a table, also ideal as a vanity space. In the three-cabin version, an office area with a panoramic window is provided, while a full-wall mirror further enhances the sense of space.

The bathroom, designed as a natural extension of the suite, is divided into three separate areas: toilet, shower, and washroom with double sinks. Smoked glass inserts, with a play of transparencies, give the spaces a sense

of lightness.

The VIP and guest cabins, cozy and well-organized, have private bathrooms and double beds. Additionally, there is an optional fourth cabin with bunk beds, while aft are the crew quarters with two single beds and a bathroom with shower.

The décor of the Sessantasette 67 Corsa, developed within the Cranchi Atelier program, offers three exclusive proposals curated by designer Christian Grande: Siracusa, Pisa, and Milan. Each features an elegant combination of stones, metals, fabrics, and woods, enhancing the spaces with a distinctive style, from classic to modern, always inspired by a sophisticated Italian design.

### THE SAME DNA

The Corsa benefits from the same technology and home automation and entertainment systems as the Cranchi 67 Sessantasette. The propulsion system is also identical: the engine room houses two Volvo Penta D13 inline-six engines of 1.000 HP, paired with twin IPS3 pods. However, the performance is different: the absence of the t-top, combined with the use of carbon fiber, ensures a lower weight compared to the fly version, resulting in reduced fuel consumption and even smoother navigation.

# CRANCHI SESSANTASETTE 67 CORSA

## TECHNICAL SPECIFICATIONS

LOA	20,80 m
Lenght	18,73 m
Beam	5,40 m
Weight with engines	41.000 kg
Fuel tank	4.000 l
Water tank	900 l
Black water tank	300 l
Grey water tank	200 l
Passenger capacity	18
Engine	Volvo Penta diesel 2xD13 IPS 1.350 - 2x1.000 HP
Hull	Aldo Cranchi
Project	Centro Studi Ricerche
Designer	Christian Grande
CE Category	B



## CONDITION ON TEST

Location	Marine Test Center S. Giorgio di Nogaro
People on board	6
Fuel volume on board	1.900 l
Water volume on board	720 l

### ENGINE

Outboard	Volvo Penta IPS 2x1.000 HP
Propeller	Q3

### CRUISING SPEED

**23,5** | **2.200** | **320**  
**knots** | **rpm** | **l/h**

## NAVIGATION DATA

RPM	SPEED	CONSUMPTION	
	knots	l/h	l/NM
700	6,7	18	2,7
1.000	8,7	46	5,3
1.200	9,3	74	8
1.400	10,8	113	10,5
1.600	11,5	180	15,7
1.800	15,3	236	15,4
2.000	18,2	273	15
2.200	23,5	320	13,6
2.300	25	341	13,6
2.350	27	350	13,5

(Data collected by the shipyard).

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# INVICTUS TT420S

ELEGANCE AND SPORTINESS



The outboard version of the Invictus Yacht TT420 model, the TT420S, combines a sporty nature with luxurious finishes. Designed by Christian Grande, this vessel offers unusual solutions for this segment in terms of aesthetics, performance, and functionality, such as the tender garage. We stepped aboard to test it in La Spezia, featuring a triple Yamaha engine configuration. Let's discover it together.



Following the success of the stern-drive version, equipped with two Volvo Penta D6 engines of 440 HP each, Invictus Yacht now offers a configuration with three powerful 350 HP Yamaha outboards, designed for those seeking even higher performance. The hull flaunts the exclusive Vogue White color, which represents only an apparent idea of simplicity: the shipyard has carefully researched a “different” white capable of harmoniously blending with both warm and cool tones of the available upholstery collection, enhancing every onboard detail. As always, the design by Christian Grande is the perfect blend of style and fun-

ctionality. The taut and essential lines of this 42-footer are a hallmark of Invictus hulls, combining class and performance. Characterizing the profile of the new Invictus TT420S (which follows the design hint of its larger sister, the TT460, winner of the 2020 Design Innovation Award) is the elegant windshield, seamlessly integrated into the carbon hardtop, giving it further dynamism. The full-glass windshield with wipers not only provides protection while sailing but also represents an unusual solution for a boat of this size, ensuring proper air circulation when at anchor through the innovative front-

opening system.

We had the opportunity to board the TT420S in La Spezia during sea trials organized by the Japanese manufacturer Yamaha. Starting from the stern, the space previously occupied by stern-drive engines has been converted into a practical storage area for water toys. However, a rare feature in this segment remains unchanged: the garage, which can accommodate a 2,10 meter tender.

The three Yamaha outboards are elegantly framed by two large teak-covered swim platforms. Just a step up, you are welcomed by a generous sun pad, comfortably accommodating four people.





Behind it, at the center of the boat, the spacious dinette features two opposing sofas (with reversible backrests) and two foldable tables, which can quickly transform the entire area into a large relaxation space, sheltered by the hardtop. The deck is characterized along its entire length by a comfortable perimeter walkway protected by high bulwarks that, at the dining area, can optionally be fitted with two fold-down terraces, increasing the livable space onboard while offering a greater sense of openness to the outside.

The dinette is completed by a cooking area, sink, and refrigerator located within the hardtop structure behind the sofa. The helm station is spacious and comfortable, with three separate ergonomic seats, and the large console, slightly shifted to the right, is fully equipped with all the instruments for easy and safe navigation.

To the left of the helm station, the door leads to the lower deck. But before exploring the interiors, we head to the bow, where the sun pad converts into a chaise lounge, creating a romantic and suggestive corner to enjoy sailing in total comfort and privacy.

Inside, Christian Grande opted for an open space solution: upon entering, the living area feels spacious, with U-shaped sofas that rotate and transform into a double bed. Towards the stern, there is a cabin with separate beds. The layout is completed by a bathroom with a separate shower, made possible by the generous bulwarks that have allowed for interesting internal heights.

### THE SEA TRIAL

For this sea trial, we were greeted by unfavorable weather, with rain and rough seas, but thanks to the robust hardtop and the full windshield, we managed to conduct our test and record very satisfying results. Let's take it step by step.

On the transom, three Yamaha V6 350 HP engines are installed. This engine completes the V6 range of 225 HP, 250 HP, and 300 HP models, bridging the power gap between V6 and V8. The V6 boasts numerous features that make it a complete and exciting outboard: the superior power of a V6 engine and increased torque at lower speeds provide a more responsive navigation experience.

The new 350 HP V6 has been designed with larger intake and exhaust valves compared to the 300 HP V6 engine and uses the same electronic throttle as the 450 HP XTO V8 to maximize air movement: better airflow equals greater power, as the precisely mapped ignition timing matches throttle demand for responsive performance. Meanwhile, a new and robust crankshaft offers a longer stroke, providing richer torque at lower speeds. Additionally, this engine precisely manages airflow using intake manifolds with 40% more capacity, while new valve lifters create precise valve clearance for enhanced combustion. To make the most of the airflow, the





newly designed robust crankshaft creates a longer stroke for greater torque across all speeds.

The outboard also incorporates the use of iridium spark plugs and a new fuel injection control mapping, which produces a longer injection duration compared to the 300 HP V6 engine for increased power.

We are eager to test it, so we head out of the harbor. Onboard, we are nine people, with the fuel tank about 60% full (760 liters out of a total of 1.280), and as usual, we start recording data every 500 RPM, starting from 1.000 RPM at 5 knots with a consumption of 12,8 liters/hour.

The trim is initially set at 10% on all three engines and is adjusted several times during the test to find the best balance.

We begin to pick up speed and settle at cruising speed around 4.000 RPM, achieving 16,6 knots with a consumption of 149,4 liters/hour with trim set at 30% on two engines and 20% on one. Despite the

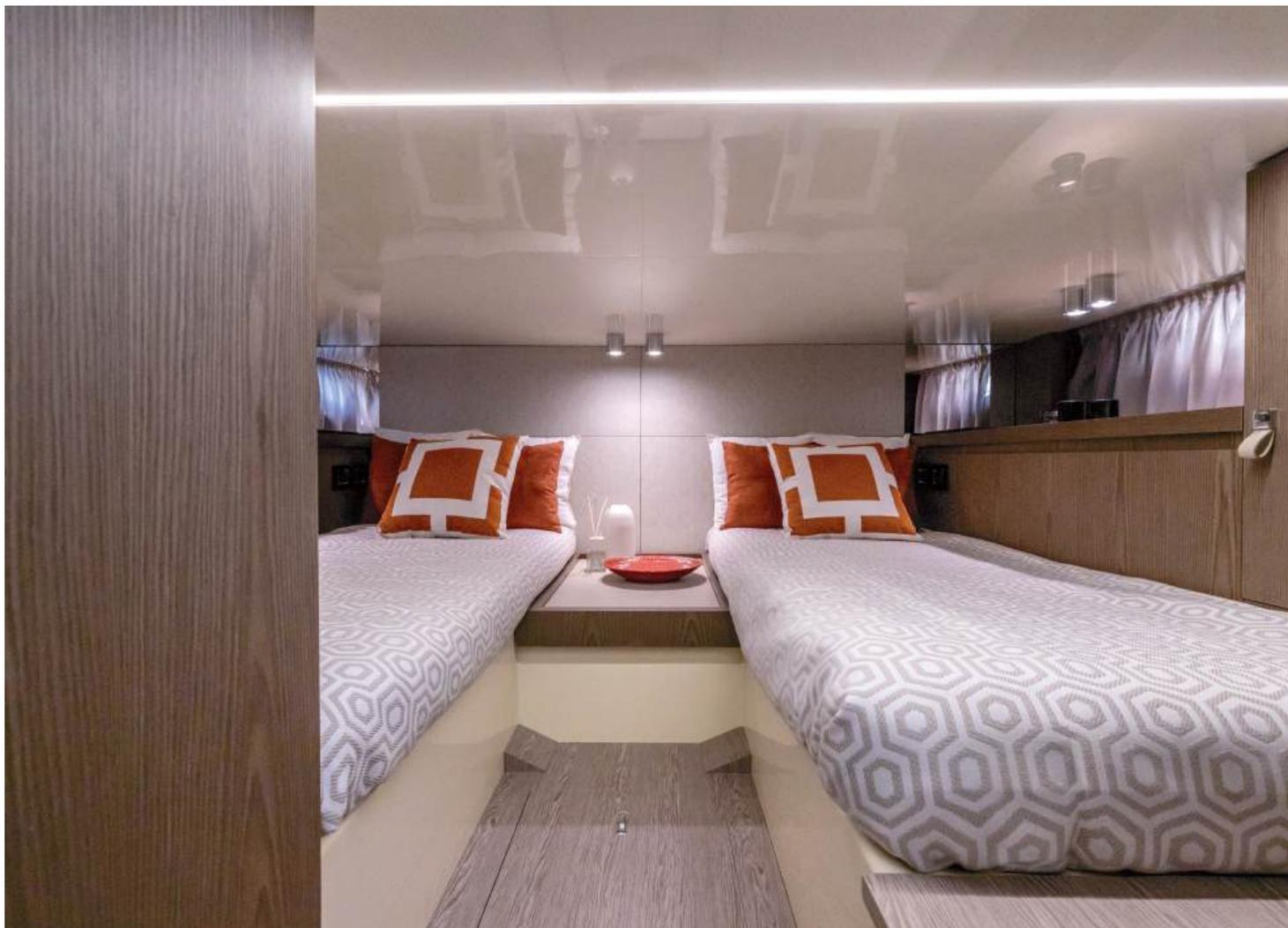
rough sea, the boat proceeds swiftly and safely, so we continue increasing RPM until reaching a top speed of 43 knots at 6.000 RPM, with a total consumption of 346,5 liters/hour and trim set at 50% on all three engines.

Considering that the maximum speed declared by the shipyard and Yamaha is 45 knots in much more favorable conditions.

The boat not only delivers remarkable top speed but also made us feel safe and dry at all times.

Naturally, due to the weather, we avoided particular maneuvers, but the test still produced excellent data.

The Invictus TT420S perfectly combines elegance, sportiness, and dynamism. Like all the shipyard's boats, this model is the result of an integrated design process, where every detail is part of an idea that ensures the boat's evolution remains coherent. These characteristics were all evident during our test, and we can return to port very satisfied.



# INVICTUS TT420S

## TECHNICAL SPECIFICATIONS

LOA	12,34 m
Maximum beam	4,15 m
Maximum height	4,02 m
Light displacement	10.662 kg
Maximum capacity	1.400 kg
Passenger capacity	14
Fuel tank	1.280 l
Water tank	215 l
Maximum power	3x450 HP
Design	Christian Grande
Builder	Aschenez



## CONDITION ON TEST

Location	La Spezia
People on board	9
Weather and sea conditions	rain, rough sea
Fuel volume on board	760 l
Water volume on board	0 l

### ENGINE

Outboard	Yamaha 3xF350 HP V6
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### CRUISING SPEED

**10,8** | **3.000** | **81,4**  
 knots | rpm | l/h

## NAVIGATION DATA

RPM	SPEED	CONSUMPTION		TRIM
	knots	l/h	l/NM	%
1.000	5	12,8	2,5	10
1.500	7,2	21,6	3	10
2.000	9	35,7	4	10
2.500	10	58,3	6	20
3.000	10,8	81,4	7,6	20
3.500	13,5	109,9	8,1	30
4.000	16,6	149,4	9	30
4.500	26,3	155,5	5,9	50
5.000	33	206,7	6,3	50
5.500	39,2	259,4	6,6	50
6.000	43	346,5	8,1	50

## SHIPYARD

### INVICTUS YACHT - ASCHENEZ SRL

Via Donnici, 28  
 88021 Borgia (CZ)  
 Phone +39 0961 020388  
[www.invictusyacht.com](http://www.invictusyacht.com)

# BSK SKIPPER 34NC

A SEDUCTIVE RIB WITH HIGH PERFORMANCE  
AND A STRONG PERSONALITY

by Marco Ballerio



In the landscape of high-end RIBs, the Skipper 34NC produced by the Greek shipyard BSK Marine promises thrilling performance with the efficiency of a hull featuring no less than four steps, ensuring comfort and safety during navigation. We tested it with a pair of Mercury 300R outboards; let's see how it went.





With a length approaching 10 meters, the 34NC is the smallest in the Skipper Powerboats range produced by the Greek shipyard BSK Marine. However, it is small in size only, not in content. This innovative and cutting-edge company specializes in designing and building premium RIBs with high performance.

#### **DESIGN AND HULL**

The Skipper 34NC features innovative stylistic elements, with a modern and seductive design

that expresses the boat's dynamic and sporty character with a strong personality. The sleek hull design, with an inverted sheer line where the highest point is at mid-ship, is a distinctive stylistic feature of the Skipper RIB range. The deep-V hull has been designed not only to provide the boat with high performance standards but also to ensure stability, comfort, and safety among the waves. Additionally, the four steps characterizing the hull allow the 34NC to cruise at high speeds

with maximum efficiency. In fact, when on plane, the steps channel air bubbles under the hull, reducing friction against the water. This allows for high performance with less powerful engines, reducing fuel consumption and emissions.

#### **DECK**

The Skipper 34NC offers comfortable and ergonomic spaces with refined yet functional fittings, designed both for safe navigation at high speeds and for relaxing

social moments during cruises. We appreciated the seamless deck, which allows easy movement from the stern to the bow without encountering any steps. The deck is made of soft, non-slip material, with an optional solid teak finish. The shipyard can customize the deck layout with modular configurations to meet different owners' needs, offering setups suited for racing or relaxation and fun during cruises.

At the stern, the test boat was fitted with a spacious dinette featuring a comfortable U-shaped sofa surrounding an adjustable table. Removing the table increases usable space in the cockpit, allowing for better freedom of movement. Behind the cockpit, there is a wet bar equipped with a fridge and a retractable sink; practical handrails are placed around the unit, providing a secure grip. The cockpit is protected by a generous hardtop that blends harmoniously with the boat's modern design and is

structurally well-anchored to the deck with black-colored supports, matching the boat's style. We liked the sporty wraparound seats for the pilot and co-pilot, which feature comfortable molded padding that securely and ergonomically holds the body, countering the forces during navigation. The seat base can be rotated and shifted back to provide a standing piloting position.

The central console has streamlined lines and includes a tinted windshield. The helm station is ergonomic, and we appreciated the optional sliding windshield, which enhances protection in challenging conditions. When not needed, the windshield can be raised under the hardtop by sliding it along dedicated guides in the supports. The helm station is well-organized, allowing for the central placement of a 16" multifunction display. In front of the steering wheel, there is an LCD panel for engine equipment, a compass, and bow thruster controls. The helm area





also includes practical storage compartments, a wireless smartphone charging dock, a VHF radio, and a pair of handrails. The boat is equipped with a JL Audio infotainment system. Inside the cabin, there is a practical toilet area, furnished with a WC and sink, accessible via a door located in the forward sec-

tion of the structure. Through comfortable side walkways around the central console, one can reach the bow deck, which features a large sunbathing area with a spacious storage locker underneath. A passage is incorporated into the center of the sunpad for safe access to the bow section, which is equipped for

mooring operations with an anchor locker for inspecting the electric windlass and chain well. The forward area is completed by a front-facing seat integrated into the structure. An optional convertible dinette can be installed at the bow.

**THE SEA TRIAL**





We conducted the sea trial in Liguria, in the waters off Varazze, hosted by Supermarine, the official distributor for Italy, Spain, and Switzerland of BSK Skipper.

On the stern of the 34NC, two Mercury 300R outboards, each producing 300 HP, were installed with 23 Revolution propellers. The throttles are electronic, and the steering is electro-hydraulic.

On board, there were three people with full safety equipment. We carried 380 liters of fuel and 100 liters of freshwater. The weather and sea conditions were good, with residual long waves of about 40 centimeters, a light breeze, sunny skies, and a temperature of around 20°C.

After securing the safety lanyard, we left the port at an idle speed of 600 RPM, progressing at 3 knots. The helm position is comfortable, and visibility is good.

We headed towards open water and pushed the throttles. The powerful Mercury 300Rs unleashed their combined 600 HP, delivering breathtaking acceleration, bringing the boat to plane in a matter of seconds.

We started appreciating the stability and efficiency of the





34NC's deep-V hull as it sliced through the waves effortlessly. Adjusting the trim to 10%, we cruised at 46 knots at 5.000 RPM. With the throttles fully open, the engines reached 5.500 RPM, achieving a top speed of 50 knots. We then reduced the speed to the minimum planing velocity, which we recorded at 14 knots at 2.350 RPM.

Throughout the test, the 34NC maintained stable navigation, always conveying a sense of security, even when subjected to lateral accelerations during sharp turns.

Thanks to the smooth hull performance on the waves, we comfortably cruised at around 40 knots at 4.500 RPM with 10% trim.

Regarding acceleration, the boat went from 0 to 40 knots in 16 seconds.

Unfortunately, fuel consumption data could not be measured during the test. However, the manufacturer states an average consumption of 90 liters/hour at a cruising speed of 38-40 knots with the twin

Mercury 300R engines.

The BSK Skipper 34NC meets expectations, offering high performance with quality finishes, providing thrilling emotions without compromising safety and comfort on board.

# BSK SKIPPER 34NC

## TECHNICAL SPECIFICATIONS

LOA	9,95 m
Beam	2,90 m
Internal beam	1,95 m
Weight without engines	1.700 kg
Fuel tank	480 l
Water tank	100 l
Deadrise at the stern	24°
Maximum power	2x400 HP
Minimum power	2x300 HP
Passenger capacity	10
Starting price	€ 287.000,00 + IVA with 2x300 HP Mercury Verado
Price of the tested model	€ 320.000,00 + IVA

## EQUIPMENT

### STANDARD

1 wireless charger for phone; winter and console covers; freshwater washing system; extra cushions for the bow sunbathing area or table; stern sunbathing cover with 2 carbon poles and side covers; bar unit with 75 liter fridge and tap; stern shower outlet; tool box; folding aluminum cleats for bow and stern in silver color; mooring package with ropes, fenders; Skipper set with fabric protections; electric pump for tube inflation; towel set for 2 people; LED lighting system for the deck; underwater lights; Soft Foam flooring for the deck; hard-top; 5 kg Ultra Marine anchor (remote-controlled); matte carbon dashboard; 12-inch Raymarine Axiom display; transducer; VHF; maps; JL audio system with 4 x 7,7" speakers; 10" sub-woofer; 700W amplifier; bow thruster; 220V/110V battery charger with dock socket.

### OPTIONAL

Carbon and epoxy construction; hull side wrapping; Skipper graphic stickers on the sides; carbon seats (pair); second-row seats; electrically opening forward hatch; electric bow table; electric stern table; manual stern table; console toilet, electric toilet, glass sink, tap/shower, floor drainage system, black water tank; electric windshield; waterski pylon; bow towing eyes; solar panel; folding aluminum cleat set.

## CONDITION ON TEST

Location	Marina di Varazze
People on board	3
Weather and sea conditions	sun, calm sea
Fuel volume on board	380 l
Water volume on board	100 l

### MOTORIZZAZIONE

Outboard	2x300R Mercury
Propeller	23 Revolution

### CRUISING SPEED

33,5 | 4.000 | /  
knots | rpm | l/h

## NAVIGATION DATA

RPM	SPEED knots	TRIM %
600	3	0%
1.000	5,5	0%
1.500	7,5	0%
2.000	9,5	0%
2.500	16	0%
3.000	21	0%
3.500	28	10%
4.000	33,5	10%
4.500	40	10%
5.000	46	10%
5.500	50	10%

## OFFICIAL DISTRIBUTOR

### SUPERMARINE S.R.L.

Via Gerolamo Borgazzi, 8  
20100 Monza (MB)  
Mobile phone +39 331 6488028  
www.supermarine.eu  
andrea@supermarine.eu



# CEDAR SHRIMP WITH POMEGRANATE AND SALICORNIA



Difficulty: medium



Preparation: 15 minutes



Serves: 4



DISCOVER ALL THE CHEF'S  
VIDEO RECIPES  
in collaboration with  
Gambero Rosso



### GIANFRANCO PASCUCCI

His identity card lists “Sea Chef” as his distinguishing feature. A chef who respectfully and creatively interprets the territorial universe that surrounds him, embracing the sea in its broadest sense (A chef who skillfully and creatively interprets the diverse culinary landscape that surrounds him, drawing inspiration from the vastness of the sea) from the salt-infused coastal scrubland to the depths of the waters. Pascucci al Porticciolo in Fiumicino is his kingdom, a place where he channels his flair and passion into a raw material that becomes like clay in his hands, capable of transforming it into countless forms while never altering its purest essence.

### INGREDIENTS

Shrimp: 3, red or purple  
Pomegranate: 1, red and ripe

### CEDAR OIL EMULSION

Extra virgin olive oil: 60 g  
Organic cedar juice: 20 g  
Cedar zest: half a fruit  
Salt: 6 g

### INGREDIENTS FOR THE FINISHING

Cucumber: 1  
Salicornia: to taste

### PREPARATION

Remove the heads from the shrimp, peel off the shell (the outer armor), and remove the intestine using a knife or toothpick.

Carefully dry the shrimp and place them in the refrigerator. Thoroughly clean the cedar. Combine all the ingredients for the emulsion and whisk them together with a fork or whisk. Cut the pomegranate into wedges and remove the seeds.

Reserve one tablespoon of seeds for finishing. Lightly blend the remaining seeds and strain the juice obtained.

### FINISHING AND PRESENTATION

Peel the cucumber, marinate it with salt for 5 minutes. Rinse, cut the cucumber in half, and dice one half. Rinse and dry the salicornia.

Season the shrimp with a little salt and the cedar oil emulsion. Arrange the shrimp on a serving plate. Garnish with salicornia, cucumber, and pomegranate seeds.

At the moment of serving, drizzle the pomegranate juice over the dish.

Cedar can be replaced with other organic citrus fruits, such as bergamot, lime, or lemon. Keep the shrimp heads for other preparations.

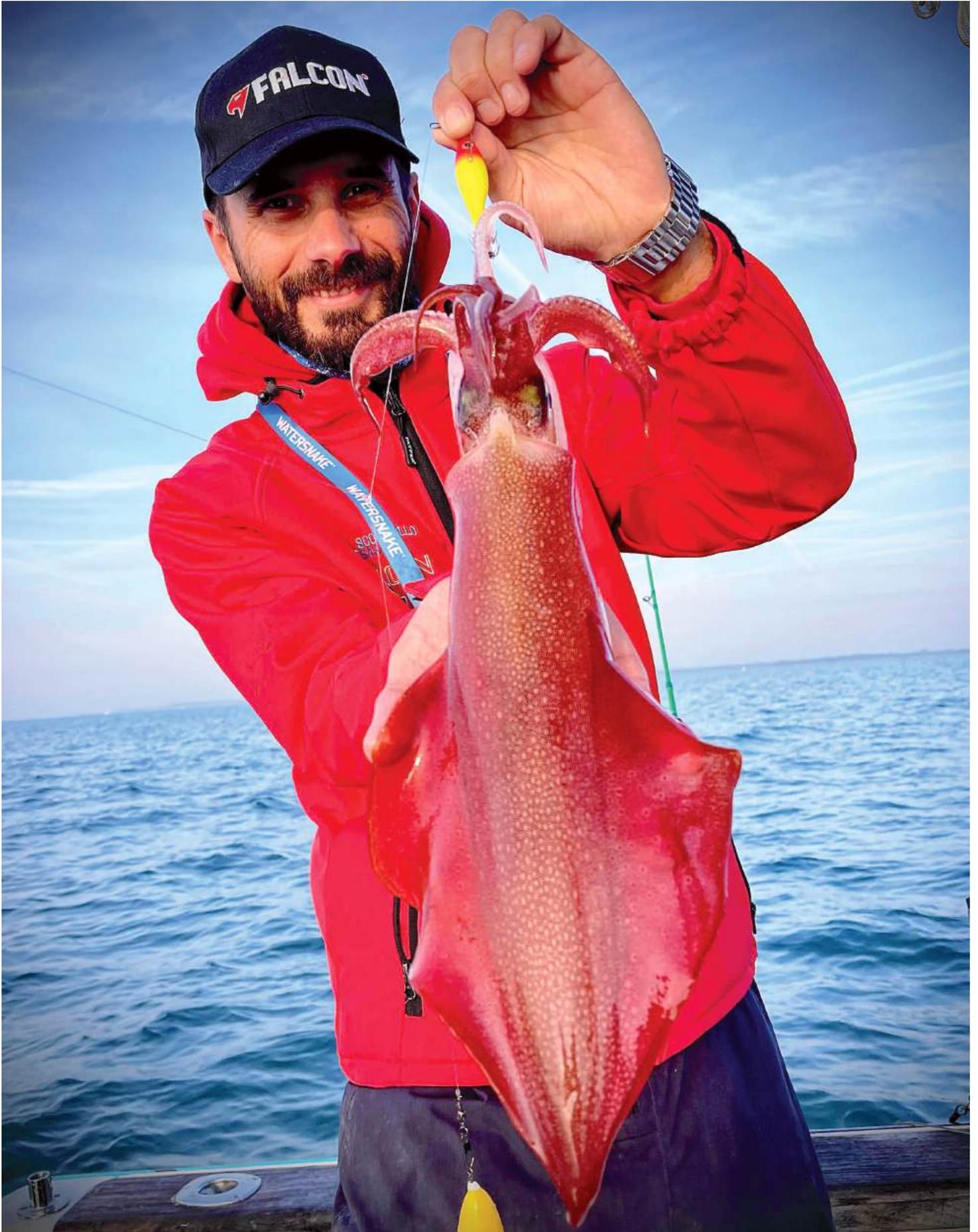


# LET'S EXPLORE TATAKI

Cristian Battista (Pesc'amore) e Jury Perissotto

The first real cold weather triggers our “cephalopod mode” in our minds: the alarm clock shifts to more reasonable times, helped by the cold and the delayed sunrise; swimsuits and t-shirts give way to bulky jackets and sweatshirts; feet are no longer in direct contact with the cool fiberglass, but are instead snug inside warm thermal boots.







The squid fishing season is one of my favorites. I know, I say that about all of them, but this time it's a bit more true.

Tataki squid, too, I love: it's one of the techniques where I enjoy experimenting and taking more risks. I try to explore areas that are commonly overlooked, small hidden spots, sometimes just a single rock, sometimes just a few meters from shore.

These attempts have often rewarded me with great satisfaction in terms of both the size and quantity of the catch.

Another very important factor is the color of our Oppai, those small lures that we use specifically to target squids and that often also fool a nice cuttlefish. The topic is vast and very delicate: everyone has their own opi-

nion about it. I have my own approach, shaped by field experience, and every time I go out, I follow the same steps:

1. I look for the right spot, seeking forage marks on the bottom.
2. I stay in the strike zone, using the electric motor to slow down the drift if it's too fast.
3. I drop at least 3 rods, each set up differently, both in terms of lines and lure colors.
4. I check which one works best and adjust the others accordingly.

With this system, I don't leave room for interpretation but rely on statistics: the best color is simply the one that gives the best results during a session. Every outing is different, with many variables, and the cephalopods are unpredictable, practical-

ly crazy!

I've encountered the same spot, even just one or two days apart, and had to completely change the fishing technique that seemed perfect the time before.

For this reason, I always keep lures in bright, natural, and dark colors, in different sizes and shapes, with various rigs (another aspect not to be overlooked) in my boxes. More or less, this method has always saved my fishing session.

Open your mind, experiment, don't get stuck in a rut, think against the current, and explore: this is the essence of fishing.

# NAVIGARE NON È MAI STATO COSÌ CONVENIENTE

**BF40E: il senza patente più amato ad un prezzo mai visto!**



Realizza subito il tuo sogno di navigare. Il BF40E, il senza patente più amato, non è mai stato così conveniente. Ora per te ad un prezzo irripetibile e con la formula di finanziamento Senza Interessi Agos.

MODELLO	ALLESTIMENTO	PREZZO DI LISTINO (IVA inclusa)	PREZZO PROMOZIONALE (IVA inclusa)***
BF40E LRTT Silver*	Scatola a parete, SVH85 e Elica in alluminio	7.823 €	5.699 €
BF40E LRTW Sporty White**	Scatola a parete, SVH85 e Elica in alluminio	8.038 €	5.849 €

**\* FINANZIAMENTO SENZA INTERESSI BF40E Silver**

In 24 mesi - prima rata a 30 giorni - importo finanziabile da € 750 a € 15.000. Esempio riferito a modello motore BF40E Silver € 5.799 (importo totale del credito) in 24 rate da € 241,63 - TAN 0,00% TAEG 1,12%. Il TAEG rappresenta il costo totale del credito espresso in percentuale annua e include: imposta sostitutiva 0,25% importo finanziato, spesa mensile gestione pratica € 2,20 - importo totale dovuto (importo totale del credito + costo totale del credito) € 5.866,42. Offerta valida dal 19/09/2024 al 31/03/2025.

**\*\* FINANZIAMENTO SENZA INTERESSI BF40E SPORTY WHITE**

In 24 mesi - prima rata a 30 giorni - importo finanziabile da € 750 a € 15.000. Esempio riferito a modello motore BF40E Sporty White € 5.849 (importo totale del credito) in 24 rate da € 247,88 - TAN 0,00% TAEG 1,10%. Il TAEG rappresenta il costo totale del credito espresso in percentuale annua e include: imposta sostitutiva 0,25% importo finanziato, spesa mensile gestione pratica € 2,20 - importo totale dovuto (importo totale del credito + costo totale del credito) € 6.016,79. Offerta valida dal 19/09/2024 al 31/03/2025.

Messaggio pubblicitario con finalità promozionale. Per le informazioni precontrattuali richiedere sul punto vendita il documento "Informazioni europee di base sul credito ai consumatori" (SECCI) e copia del testo contrattuale. Salvo approvazione Agos Ducato S.p.A. Honda Marine opera quale intermediario del credito NON in esclusiva.

\*\*\* Il prezzo promozionale non include eventuale permuta, montaggio, installazione e movimentazione del battello. Promozione valida dal 01 febbraio al 31 marzo 2025.



## RIVA ISEO SUPER: WORLD PREMIÈRE

At boot Düsseldorf, one of the most anticipated new models was unveiled for the first time: the new Riva Iseo Super. The boat was presented alongside five other flagship yachts from the Group, marking a moment of great prestige for the Riva brand. The Riva Iseo Super is an evolution of the legendary Iseo model, a refined 27-foot runabout that perfectly expresses the harmony between high performance and exclusive design, distinctive features of the Riva DNA. This yacht is the perfect blend of the timeless elegance that made the brand famous and cutting-edge technical innovation, creating a truly unique and unmatched boating experience. With a length of 8,24 meters and a beam of 2,5 meters, the Riva Iseo Super is powered by a 300 HP Volvo Penta D4 engine, ensuring superior performance and uncompromised cruising comfort. A boat that promises to captivate sea enthusiasts and design lovers in every detail.



### FERRETTI GROUP

[www.ferrettigroup.com](http://www.ferrettigroup.com)

## SANLORENZO SP92 AT BOOT

The SP92 is the latest creation from Sanlorenzo's Smart Performance line, presented as a world premiere at the latest edition of the Cannes Yachting Festival and featured at boot Düsseldorf 2025. This yacht combines high performance, comfort, and sustainability in an elegant and distinctive design, typical of the Made in Italy style of the brand. The SP92 features solutions that enhance space usability, with 3 decks but utilizing volumes in a 4-level layout. The main deck starts as an extension of the aft cockpit, then steps up to a higher second level that houses the main salon. Sustainability is one of the key strengths of the SP92: the boat is designed to reduce consumption through innovative hull geometry and the reduction of weight in every component, without compromising safety and comfort. Additionally, the SP92 integrates a photovoltaic system and furnishings designed to minimize its ecological footprint. With this new vessel, Sanlorenzo strengthens its position in the performance and sustainable yacht segment, maintaining its commitment to innovation and the environment.



### SANLORENZO SPA

[www.sanlorenzoyacht.com](http://www.sanlorenzoyacht.com)

# NAVIGARE NON È MAI STATO COSÌ CONVENIENTE

**GAMMA BF115-150: un equilibrio perfetto tra affidabilità ed efficienza.**



Realizza subito il tuo sogno. Ora per te a prezzi irripetibili i motori BF115, BF135 e BF150 che ti garantiranno sempre tutta la potenza e l'affidabilità di cui hai bisogno, qualunque sia la tua destinazione, con la formula finanziamento senza interessi Agos.

MODELLO	PREZZO DI LISTINO CON ELICA* A SCELTA (IVA inclusa)	PREZZO PROMO MOTORE CON ELICA* (IVA inclusa)	PREZZO PROMO RIGGING MECCANICO CHIESUOLA, DISPLAY PR 70 (IVA inclusa)	PREZZO PROMO RIGGING DBW CHIESUOLA, DISPLAY + 4.3* (IVA inclusa)	PREZZO PROMO MOTORE CON RIGGING COMPLETO ED ELICA* (IVA inclusa)
BF115J Silver	14.643 €	9.660 €	1.290 €	-	10.950 € (MECC)
BF135D Silver	16.455 €	11.030 €	1.360 €	-	12.390 € (MECC)
BF150D Silver	19.073 € 20.139 €	12.950 € 13.730 €	1.440 €	2.600 €	14.390 € (MECC) 16.330 € (DBW)

\* Elica in alluminio per i modelli BF115 ed elica in acciaio per i modelli BF135 e BF150.

#### FORMULA SENZA INTERESSI

Fino a 24 mesi - prima rata a 30 giorni - importo finanziabile da € 750 a € 15.000. Esempio rappresentativo riferito alla casistica più ricorrente per il settore "nautica" relativo al periodo di osservazione Gennaio-Dicembre 2023: € 5.000 (importo totale del credito) in 24 rate da € 208,33 - TAN 0,00% TAEG 1,26% -. Il TAEG rappresenta il costo totale del credito espresso in percentuale annua e include: interessi, imposta sostitutiva 0,25% importo finanziato, spesa mensile gestione pratica € 2,20 - importo totale dovuto (importo totale del credito + costo totale del credito) € 5.065,22. Offerta valida dal 01/10/2024 fino al 31/03/2025. Messaggio pubblicitario con finalità promozionale. Per le informazioni precontrattuali richiedere sul punto vendita il documento "Informazioni europee di base sul credito ai consumatori" (SECCI) e copia del testo contrattuale. Salvo approvazione Agos Ducato Spa. La rete dei concessionari "Honda Marine" opera quale intermediario del credito NON in esclusiva.



## BAVARIA VIDA: ALL THE 2025 NOVELTIES

A new cockpit layout, an innovative bathing platform, a refined cabin concept, additional options for the wet bar, and a broader engine range: the 2025 edition of the Bavaria Vida introduces numerous updates. With an overall length of 9,93 meters, this vessel is designed for day cruises or weekend getaways in comfort. The cockpit, equipped with a practical wet bar, a large table, and opposing seating, can easily be transformed into a comfortable sunbathing area.



Beneath the bench, new storage compartments have been added, perfect for stowing accessories and water sports equipment. The forward deck also offers generous relaxation space, with two configuration options: a large sunbathing area or a lounge area with a cocktail table. If the first option is chosen, the below-deck area becomes the perfect weekend retreat: during the day, the cabin and the bathroom, equipped with a WC and shower, provide an ideal space to relax or change; at night, simply move three cushions to transform the large V-shaped sofa into a comfortable bed that is 2,10 meters long and over 2 meters wide. The new walkaround bathing platform, designed as a sea bridge, not only makes access to the water more comfortable but also facilitates stern mooring, protecting the engines with its enclosing structure.

As for engine options, the catalog expands with the introduction of three Suzuki models: in addition to the Mercruiser units already available, the DF200AP, DF250AP, and DF300AP outboards are now offered.

The Bavaria Vida 2025 will be available for order starting in February 2025 through the international network of Bavaria Yachts dealers.

### BAVARIA YACHTS

[www.bavariayachts.it](http://www.bavariayachts.it)

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# NAVIGARE NON È MAI STATO COSÌ CONVENIENTE

**GAMMA V6. L'evoluzione dell'ingegneria.**



Realizza subito il tuo sogno. I motori BF200, BF225 e BF250, ti regalano il piacere del mare con prezzi irripetibili e con il finanziamento senza interessi Agos.

MODELLO	PREZZO DI LISTINO CON ELICA ACCIAIO (IVA inclusa)	PREZZO PROMO MOTORE CON ELICA IN ACCIAIO (IVA inclusa)	PREZZO PROMO RIGGING MECCANICO CHIESUOLA, DISPLAY PR 70 (IVA inclusa)	PREZZO PROMO RIGGING CHIESUOLA + 4,3" (IVA inclusa)	PREZZO PROMO MOTORE CON RIGGING COMPLETO DI ELICA IN ACCIAIO (IVA inclusa)
BF200D Silver	24.616 € 25.258 €	16.650 € 17.120 €	1.460 €	2.600 €	18.110 € (MECC) 19.720 € (DBW)
BF225D Silver	25.717 € 26.474 €	17.450 € 18.000 €	1.460 €	2.600 €	18.910 € (MECC) 20.600 € (DBW)
BF250D Silver	26.267 € 27.473 €	17.850 € 18.740 €	1.460 €	2.600 €	19.310 € (MECC) 21.340 € (DBW)

**FORMULA SENZA INTERESSI**

Fino a 24 mesi - prima rata a 30 giorni - importo finanziabile da € 750 a € 15.000. Esempio rappresentativo riferito alla casistica più ricorrente per il settore "nautica" relativo al periodo di osservazione Gennaio-Dicembre 2023: € 5.000 (importo totale del credito) in 24 rate da € 208,33 - TAN 0,00% TAEG 1,26% -. Il TAEG rappresenta il costo totale del credito espresso in percentuale annua e include: interessi, imposta sostitutiva 0,25% importo finanziato, spesa mensile gestione pratica € 2,20 - importo totale dovuto (importo totale del credito + costo totale del credito) € 5.065,22. Offerta valida dal 01/10/2024 fino al 31/03/2025. Messaggio pubblicitario con finalità promozionale. Per le informazioni precontrattuali richiedere sul punto vendita il documento "Informazioni europee di base sul credito ai consumatori" (SECCI) e copia del testo contrattuale. Salvo approvazione Agos Ducato Spa. La rete dei concessionari "Honda Marine" opera quale intermediario del credito NON in esclusiva.



## YAMAHA DISTRIBUTES TORQEEDO ELECTRIC OUTBOARDS IN EUROPE

From January 2025, Yamaha Motor will distribute Torqeedo outboards through its dealer network in eight European countries, including the United Kingdom, Italy, Spain, and Portugal. Torqeedo, part of the Yamaha Group since 2024, is a leader in the electric nautical mobility market and offers a range of models: the Travel Ultralight (1-3 HP equivalent), Travel Family (2-5 HP equivalent), designed for boats up to two tons, and the more powerful Cruise (6-25 HP equivalent), ideal for boats up to 12 tons. This initiative is part of Yamaha's commitment to a carbon-free future, offering innovative and sustainable solutions to reduce the ecological footprint of boating enthusiasts.



### YAMAHA

[www.yamaha-motor.eu](http://www.yamaha-motor.eu)

## LIBECCIO 9.5 CABIN: THE CABIN GOZZO BY CANTIERE MIMI



The Libeccio 9.5 Cabin features a protected cockpit, thanks to a hardtop that completely covers the helm station. Like all models in the line, it is designed in 3D and built using 7-axis CNC milling. The hull is made of VTR, constructed using the vacuum infusion process and finished with handcrafted teak wood. Designed in collaboration with designer and engineer Valerio Rivellini, the Libeccio 9.5 Cabin is exceptionally spacious. Forward, it features a large sunbathing area, while aft there is a table and another sunbathing area. Below deck, the cabin includes a king-size double bed and a sofa bed. The generously-sized bathroom is equipped with a shower. The kitchen area is located outdoors, beneath the helm seat, and includes two refrigerators, a sink, and a stove. As for the engine, the Libeccio 9.5 Cabin is powered by two 195 HP engines, allowing it to reach a top speed of 28 knots.

Alternatively, a hybrid engine is available, offering a range of two to five hours, with a cruising speed of 7 knots.

### CANTIERE MIMI

[www.gozzimimi.it](http://www.gozzimimi.it)



# Savage 34

**NOVITÀ 2025**

**Ranieri Boat Show:**  
Nauta: dall'1 al 9 marzo 2025

	MT	FT	
Lunghezza - Lenght - Longeur - OA	10.30	33'80"	
Lunghezza Omologazione	9.60	30"	
Larghezza - Width - Largeur	3.00	9'84"	
	<b>KG</b>	<b>LBS</b>	
Peso - weight - Poids	2400	5291	
Omologazione_ Homologation - categorie	B	C	
Portata Persone - People Capacity - Passageres	13 (B)	15 (C)	
Posti letto - Beds - Couchettes	5		
Potenza - Power - Puissance	350 HP	1X350 HP	
Potenza massima - maximum power - puissance max	1000 HP	2X450HP	
Motorizzazione - Engine - Motorization - Tipo - Type	FB		
Gambo Motore - Shaft Lenght - Arbre	XXL	2 * XL	
	<b>LT</b>	<b>GAL</b>	
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# SAXDOR 340 GTWA: INNOVATION AND DESIGN WITHOUT COMPROMISE



The Saxdor 340 GTWA was presented in preview at boot Düsseldorf 2025. This model is the first walkaround with a closed helm in the Saxdor range, a feature that offers a unique boating experience, providing the skipper with full protection from the elements. One of the distinguishing features of the 340 GTWA is its large side terraces, a solution that makes this model even more exclusive in its category, given the size of the boat. These terraces offer additional spaces to relax and enjoy the view, enhancing livability and practicality, even during navigation.

The design of the Saxdor 340 GTWA stands out for its versatility and focus on performance,

making it suitable for all weather conditions. With a perfect balance of elegance and functionality, the Saxdor 340 GTWA establishes itself as a benchmark in its segment, ideal for those seeking comfort, innovation, cutting-edge design, and performance. This model is designed to meet the needs of the most discerning boating enthusiasts.



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## IL SIGNORE DELLE ACQUE

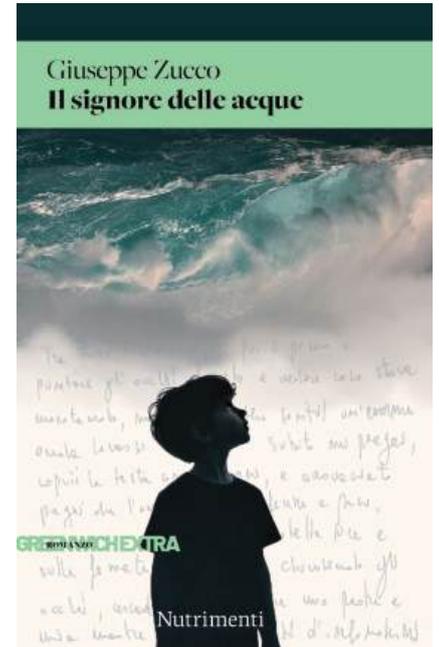
Il signore delle acque by Giuseppe Zucco is a novel that explores the deepest recesses of human nature, focusing on themes such as survival, the loss of innocence, and the meaning of life. The story is set in a world disrupted by an inexplicable phenomenon: water accumulates in the sky, creating a kind of invisible ocean. In this apocalyptic scenario, a child witnesses the panic of his parents, who react irrationally to the impending end. The father decides to barricade the family inside the house, while the mother tries to maintain a sense of normalcy. When the parents decide to have another child, the protagonist rejects the idea and runs away, getting lost in an increasingly feral world. The novel, narrated from the child's point of view, reflects on the human condition and the relationship between innocence and brutality. With incisive writing, Zucco takes the reader on an existential journey through a shattered world.

Pages: 192

Price: € 18,00

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**MARINE TURTLES RETURN TO NEST ON THE SAME BEACHES WHERE THEY WERE BORN**



Marine turtles are among the longest-lived animals, and their migrations are incredible. A green sea turtle (*Chelonia mydas*) can travel up to 20,000 kilometers between its feeding and nesting areas. These reptiles have fascinating behavior when it comes to nesting: females, once adults, return to the same beaches where they were born to lay their eggs, a phenomenon known as “imprinting”. After laying the eggs, the marine turtles no longer care for the hatchlings; the eggs hatch after about two months, and the newborns instinctively head toward the sea. Unfortunately, the survival rate of the hatchlings is very low, as they face numerous dangers, including natural predators and artificial light that distracts them from the right direction toward the water.



**COULD THE MYSTERY OF THE “BERMUDA TRIANGLE” BE CAUSED BY METHANE GAS?**



The Bermuda Triangle is an area of the Atlantic Ocean between Miami, the Bermuda Islands and Puerto Rico, which has gained legendary fame for the mysterious disappearance of aircraft and ships. Despite many theories, ranging from extreme weather phenomena to paranormal explanations, scientific investigations suggest that the disappearances could be linked to unpredictable weather conditions or the release of methane gas from the ocean floor, which could cause ships to lose buoyancy or aircraft to malfunction.

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# EU RESTRICTIVE MEASURES IN INTERNATIONAL RELATIONS

## IMPACT ON THE NAUTICAL SECTOR

Att. Massimo Fabio and Att. Nassim Abboud

In 2025, the export of EU products will continue to be conditioned by the measures introduced by the European Union to limit trade relations with certain foreign countries, requiring the implementation of appropriate security protocols to avoid criminal penalties.

In particular, the restrictive measures adopted by the European Union following the well-known geopolitical tensions with Russia have imposed on EU operators working internationally a variety of prohibitions and restrictions, as well as the thorough verification of every commercial transaction of sale, supply, or export, and every financial transaction.



Over the past three years, we have witnessed an unprecedented number of EU restrictive measures against Russia, spread across temporal sanctions packages, characterized by bans and restrictions related to a variety of goods, technologies, and services, including those unrelated to the country's military and defense sectors. While EU restrictive measures are not new, the extent of those imposed against Russia, as a result of the Russo-Ukrainian conflict, has affected a wide range of industries, raising awareness among EU operators.

The current EU sanctions program against Russia, now in its fifteenth round, is governed by EU Regulations 2014/833 and 2014/269, with specific provisions also in the nautical sector. Specifically, Article 3 nonies paragraph 1, concerning luxury goods, states that "it is prohibited to sell, supply, transfer or export, directly or indirectly, the luxury goods listed in Annex XVIII, even if not originating in the Union, to any natural or legal person, entity, or body in Russia, or for use in Russia".

The aim of this provision is to prevent Russian entities from benefiting from luxury goods, including boats, yachts, and pleasure and cruise ships. In fact, Annex XVIII, cited by Article 3 nonies of EU

Regulation 2014/833, includes a specific section referring to vehicles for the transport of people by land, air, or sea, with a unit value exceeding € 50.000, along with their accessories and spare parts. Among the luxury goods listed in this section are those classified under the customs codes ex 8901.1000 and ex 8901.9000, which refer to "passenger ships, cruise ships, and similar vessels specially built for the transport of people; ferry boats" and "other vessels for the transport of goods and other vessels built simultaneously for the transport of both people and goods". In fact, although the reference is to luxury goods, the € 50.000 value threshold suggests that the prohibition applies to most boats.

This is confirmed by an additional ban on selling, supplying, transferring, and exporting, directly and indirectly, to Russian entities or for use in Russia, goods listed in Annex XXIII, which include yachts and other pleasure or sports vessels, rowing boats and canoes with no value limit according to Article 3 duodecies of EU Regulation 2014/833.

In addition to the export and sale ban, these goods, classified under the customs heading 8903, are subject to bans on purchasing, importing, and transfer-



ring into the EU from Russia, as they are considered goods capable of generating significant revenues for Russia, enabling it to undertake actions that could destabilize the situation in Ukraine (Article 3 decies of EU Regulation 2014/833).

Furthermore, according to Article 3 septies of EU Regulation 2014/833, the nautical restrictions also cover the sale and export of maritime navigation goods and technologies listed in Annex XVI, even if not originating in the Union, to any natural or legal person, entity, or body in Russia or for use in Russia, or for placement aboard vessels flying the Russian flag.

For the same goods, a ban on technical assistance, intermediation, financing, and financial assistance is also provided.

It is also worth noting that the export of dual-use goods, including products, software, and technologies that may have both civilian and military uses, is completely prohibited to Russia (Article 2 of EU Regulation 2014/833).

Concerning specific ships listed in Annex XLII of EU Regulation 2014/833, as recently updated by the fifteenth sanctions package, the ban includes access to ports, anchorage areas, and locks within the Union. This ban encompasses the importation into the Union, purchase, transfer, sale, and export of the listed vessel (Article 3 vicies of EU Regulation 2014/833).

Services to operate or equip the listed vessel, as well as flag registration, classification, inspection, and certification services for the benefit of the listed vessel, are also prohibited.

Similarly, it is forbidden to provide financing, financial assistance, and intermediary services, including ship brokering, technical assistance, and other services, including bunkering, provisioning, crew changes, loading and unloading, fendering, and towing for the benefit of the vessel, as well as conducting ship-to-ship transfers.

Given the above, the production process of a vessel must also take into account the EU restrictions

**ATTORNEY MASSIMO FABIO**

Barrister at Court of Cassation, Chartered Accountant, and Auditor. Tax specialist, with expertise in international trade, customs law, and harmonized taxation. He has gained extensive professional experience assisting multinational Companies in setting up delivery models across all business sectors, with the goal of increasing competitiveness and simplifying compliance in foreign markets. He has developed innovative business models aimed at managing every issue related to import/export, focusing on determining the origin of goods, both preferential and non-preferential, the correct management of transaction values with customs relevance, and the classification of goods. Author of numerous tax and legal guide books and publications, both in Italy and Worldwide. Lecturer in Master's programs at Italian and foreign universities.

***Do you have questions for Att. Massimo Fabio?***

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against Russia.

In some cases, due diligence must be carried out even if the manufacturing company does not maintain any commercial relationship with Russia.

Consider, for example, the provisions regarding the import ban, both direct and indirect, of certain steel products, including iron and steel, from Russia.

In fact, Article 3 octies of EU Regulation 2014/833, paragraph 1, letter d), prohibits EU operators from importing or purchasing directly or indirectly listed steel products that are processed in a third country but incorporate steel products originating from Russia. Thus, in compliance with this ban, any company intending to import certain steel products from third countries is required to demonstrate that they do not contain Russian production factors.

Finally, it is important to note that every sale and transfer of goods must also consider the subjective sanctions.

From a subjective perspective, EU Regulation 2014/269, “concerning

restrictive measures related to actions that undermine or threaten the territorial integrity, sovereignty, and independence of Ukraine”, lists in Annex I the natural and legal persons, bodies, and entities subject to restrictions. More precisely, regarding those listed in Annex I of EU Regulation 2014/269, the provisions of Article 2 of the said regulation apply, meaning that, on the one hand, all funds and economic resources belonging to, owned, held, or controlled by these subjects are frozen, and on the other hand, EU operators are prohibited from making, directly or indirectly, funds or economic resources available to these persons or directing them for their benefit.

It is worth emphasizing that subjective sanctions, also known as targeted sanctions, which every operator is required to assess through adequate subjective due diligence, are not limited to the provisions of EU Regulation 2014/269. In fact, in addition to the previously mentioned EU sanctions program adopted due to Russia’s destabilizing actions towards Ukraine, there are other

EU sanction programs towards Russia and several other countries. For EU economic operators, the obligation of screening commercial counterparts remains a fundamental activity.

If the listed person owns or controls an unlisted entity, it must be assessed whether the control extends to the activities of that entity and whether the provision of funds or economic resources to that entity could reach or benefit the sanctioned person.

The current framework of EU restrictive measures confirms the necessity for national companies to pay the utmost attention to their commercial relationships with foreign entities.

These are necessary due diligence activities that can no longer be carried out incidentally but must be structured actions, with a dedicated control process in place, to avoid disputes with the relevant authorities.

# INSURANCE AND CLAIMS

## THE BEST PRACTICES TO FOLLOW

Marine Surveyor Daniele Motta

Probably, even from the title of this article, one could assume the vastness and complexity of the topic we are about to address. As always, we will do this in our informative style, aiming to provide the reader with a clear, objective, and impartial perspective, with the sole intention of offering the most objective view possible on the subject of insurance and claims, primarily in the recreational boating sector.

Having clarified these aspects, let us now analyze, with a few references (for in-depth thematic and specific coverage details, refer to previous issues), the important role of the two main insurance guarantees in recreational boating, highlighting the areas on which the shipowner should focus to achieve the highest possible quality: we are talking about Liability Insurance and Hull & Machinery Insurance.

In this context, the first issue to address concerns the selection of the best insurance coverage. This, of course, is in order to avoid encountering the many and varied issues that could arise during a claims process, whether the role of the party involved is that of the claimant or the liable party.

Let's start with some best practices to observe before signing a policy, particularly a combined RCN (Recreational Craft Liability) + Hull & Machinery insurance. First and foremost, it is crucial to understand the so-called "risk", analyzing the value, type of use, usual port, navigation areas, as well as specific guarantees, limits, deductibles, and excesses. These aspects must be carefully evaluated in relation to the real insurance and shipowner needs being addressed. For this reason, considering the high level of analysis and professional expertise required, it is essential to have specialized technical and insurance assistance, which, barring specific exceptions, can be provided, for example, by certain Naval Surveyors, Maritime Lawyers, and Maritime Brokers specialized in this area, who are now more than rare (but often highly competent) brokers or intermediaries focusing solely on "Marine Yachting".

Having completed this first, yet crucial preliminary phase, it will be important to proceed with a serious pre-underwriting survey regarding the unit (especially for Hull coverage, but not only), which will be decisive during the policy subscription and also in post-claim situations. Thus, the process of selecting the company, whether national or foreign, to propose the risk to be insured will begin, once the risk has been appropriately evaluated and calculated based on the previously described activities.

Aside from the costs of entering into a policy and the prior necessary steps, when choosing the company, some additional elements should be considered,





which may not be known to everyone:

1. Not all companies, even though authorized to operate in a specific insurance branch, possess the real “competence” in operational terms and the expertise of resources (such as underwriters and claims adjusters) capable of properly managing not only the risk underwriting but also the critical phase of the actual claim.
2. Many companies, some even quite renowned, are no longer appointing Naval Surveyors or Claims Adjusters for maritime claims, preferring non-certified expert professionals or those from other sectors (such as buildings, fire, and cargo), which, although significantly cheaper in terms of rates, cannot guarantee, neither to the company nor to the insured nor to the claimant, a thorough, impartial, accurate, and fair assessment of the situation without bias toward any of the parties involved.
3. Internal company policies may cause issues in terms of time management, inertia, and the offering of settlements, even deliberately modest ones, even when events or claims would otherwise be indisputably compensable. On the other hand, there are some companies (albeit few) that, through their virtuous policies and “correct customer loyalty”, try to settle, in good faith, any covered claims, even if they apply higher insurance costs compared to competitors.
4. It’s important to avoid prejudice when choosing between national and foreign companies. Instead, attention should be paid to the specificities of the individual policies and their specialization (commercial use, historic units, flags, low, medium, or high



values, type, or size of the unit), always keeping in mind that the best policy for the shipowner and their unit can only come from a real knowledge of the market, including international, but above all from a real understanding of policy terms, which may not always be available from domestic insurers or vice versa.

Having covered the above points, let us now discuss the management of an actual claim. This assumes, in an ideal and theoretical sense, that all the necessary steps we have described so far have been carried out.

To make the discussion more accessible, let’s focus on a simple case, namely a claim suffered as a claimant, and thus with theoretical RCN coverage from a third-party responsible unit.

As for Hull & Machinery policies and coverage, the general guidance remains the same, except for the obvious differences related to the type of event.

Therefore, we will refrain from analyzing situations where both policies need to be activated.

In general terms, the ideal situation is to avoid the claim by using the equipment properly, planning the navigation through charts, and being aware of one’s limitations. In case of a claim, it is essential to manage and record the elements that will be useful in its handling. Here, too, are some practices that I have recommended to my shipowner clients for many years:

1. Make sure to record the position of the vessel, whether estimated or GPS, at the time of the claim, along with the date, time, navigation conditions (anchored, docked, or maneuvering), and relevant weather conditions.
2. If possible, immediately after the event, take photos showing the damages, the vessels involved, their identification numbers, the context, and the documents of the vessels (including policies) and of the captains.
3. If the shipowner has their own trusted surveyor, always have their contact details available and contact them for follow-up and emergency assistance.
4. Avoid signing or making statements of liability, whether total or partial, if the circumstances of the claim are unclear or if there is a lack of cooperation and/or evident issues from one or more parties involved.
5. Promptly report the extraordinary event to the

**MARINE SURVEYOR DANIELE MOTTA**

Marine Surveyor, Consultant, and Maritime Broker, recognized by major national and international organizations and institutions such as SCMS, FEMAS, AIPAM, and the Register of Experts and Appraisers. He serves as an Adjuster Commissioner for leading national insurance companies and is an examiner for the United Kingdom's Maritime and Coastguard Agency. His professional expertise focuses on commercial yachting, shipping, and the management and consultancy related to the operation of naval units. Active in the nautical sector since 2015, he contributed to the publication "The Reform of Recreational Boating" and collaborated with various specialized magazines. As a lecturer and trainer, he has conducted numerous courses and seminars for the maritime cluster. Currently, he is the owner of the Naval Technical Studio Daniele Motta, widely known as Marine Consultants & Surveyor ([www.perizienavali.it](http://www.perizienavali.it)).

**Do you have questions for Marine Surveyor Daniele Motta?**

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competent Maritime Authority, if required by law, and, in this case, ensure to get assistance from a trusted expert (preferably recognized and certified) before approaching the offices or sending communications via certified email (PEC).

6. Ensure or request that the counterparty considered responsible for the claim and their insurance company be formally notified. Obviously, this should be done with a clear description of the event, damages, and all relevant details. In case of doubts, it is advisable to request the insurance company to open a "precautionary" claim.

7. Keep all technical-administrative documentation of the unit up to date, including professional maritime licenses or certifications.

8. Be prepared to produce any pre-assessment and technical-estimate survey (always conducted by recognized and experienced surveyors) confirming the value, condition, maintenance

status, and maintenance record, to enable the Claims Adjuster or your surveyor to take into account the actual condition of the vessel and its value prior to the claim.

9. Apart from the possible involvement of lawyers and/or consultants, attempt to obtain fair estimates regarding direct and indirect damages and the relevant geographical market.

10. It is the right of the parties to request independent surveys and expertise, in the presence of the Claims Adjuster or assigned surveyor, from the insurers' companies.

In conclusion, it is quite evident that many factors, some controllable and some less so, must be carefully considered to obtain the best combination that not only ensures the correct valuation of the shipowner's unit and its coverage but also guarantees compensation for any claims involving the unit.

Insurance in general, and particularly maritime insurance, combi-

ned with real and competent assistance in the operational life of the unit from qualified professionals, can undoubtedly provide real risk transfer solutions, economic, and personal security for the shipowner. However, for some time now, at least in this sector, it is no longer enough just to pay the premiums; rather, it is necessary to carefully review and sign the policies before, rightly, worrying about paying them.

# THE CHOICE OF THERMOSETTING RESINS IN BOAT CONSTRUCTION

Ing. Giuseppe Coccia

The resins used in the nautical sector must ensure proper impregnation of fibers (glass, carbon, aramid, natural), ensuring they are perfectly consolidated within the matrix. Adequate impregnation is essential to avoid material waste and to keep the weight of the laminate under control, as excessive resin can lead to an increase in the boat's weight, compromising its performance and fuel efficiency.



The construction of a reinforcement structure made with fiberglass and isophthalic resin.



The resin infusion of a boat, performed with vinyl ester resins for the bottom and isophthalic resins for the structures.



Epoxy resins can also be used as an anti-osmosis treatment for the underwater hull.

### MECHANICAL CHARACTERISTICS AND CHEMICAL INERTIA

When selecting a resin, it is crucial to carefully examine the technical data sheets to understand its mechanical and chemical properties. Resins must possess excellent chemical inertia, being waterproof and resistant to external agents, oils, and fuels. Osmosis resistance is particularly important, as this phenomenon can cause significant damage to the laminate, creating pockets of acidic liquid that deteriorate the fibers. Among the various types of resins, epoxy resins offer the best performance in terms of

chemical resistance, but their cost and application requirements limit their use in recreational boating. Vinyl ester resins are a valid alternative, capable of reducing blistering risks if applied correctly. On the other hand, isophthalic resins can be used in subsequent layers, while orthophthalic resins, although cheaper, should be avoided for the first layers due to their poor resistance to osmosis, high volume shrinkage, and modest mechanical performance.

#### DR. GIUSEPPE COCCIA

Industrial Engineer, graduated with honors from the University of Naples Federico II. A specialist in Composite Materials, he earned a Ph.D. in Technologies and Intelligent Systems for Production Automation. An international expert in vacuum infusion molding techniques, he has been a speaker and chairman at numerous congresses and conferences in Italy, France, and the United States. He regularly publishes articles on boats and construction technologies in both Italian and international technical journals. Formerly Production Manager and Technical Director for various shipyards, he is now the CEO of the Technical Studio Ing. Coccia ([www.studiococcia.org](http://www.studiococcia.org)), offering consultancy and expertise in the Nautical and Composites sectors.

**Do you have questions for Dr. Coccia?**

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Low-viscosity vinyl ester resins are used for injection molding or infusion technologies.

### THERMAL RESISTANCE

Another crucial aspect is resistance to high temperatures. Modern boats, often painted with dark colors, can reach high temperatures under the sun, and the resins must be able to resist these thermal loads. Otherwise, visible marks may form on the surface, compromising the aesthetic appearance and leading to warranty claims.

### RESIN FAMILIES

Resins come in different types, but we can divide the most commonly used in the nautical industry into three large groups: polyester, vinyl ester, and epoxy resins.

**Polyester resins** are among the most used in the production of small boats, thanks to their cost-effectiveness and ease of use. They are less expensive than vinyl ester and epoxy resins and are ideal for mass production of minor and non-structural components. They are very versatile and compatible with different production techniques, such as manual lamination, infusion, or cutting and spraying. Unfortunately, although easy to work with, they have poor chemical inertia, low resistance to osmosis, and modest mechanical performance.

**Vinyl ester resins**, on the other hand, combine good mechanical and chemical properties at a reasonable cost. They have high chemical resistance and can therefore be used in marine and aggressive environments. Some of them are even inert to hydrocarbons, making them suitable for structural fuel tanks. Compared to basic polyesters, they have good elasticity and better tolerate deformations and dynamic loads (fatigue), making them highly resistant to damaging delamination phenomena. Although good

resins, they perform less well than epoxy resins in extreme stress or high-temperature situations. Finally, **epoxy resins** are the highest performing in terms of mechanical and chemical properties and are usually used in high-end applications. They have excellent chemical resistance, high rigidity, and – in general – excellent mechanical properties. Unfortunately, they are usually more expensive than the best vinyl ester resins and, from a technological standpoint, require controlled working conditions in terms of both temperature and humidity, making them a “less robust solution to external conditions” compared to vinyl esters.

### IMPORTANCE OF QUALITY

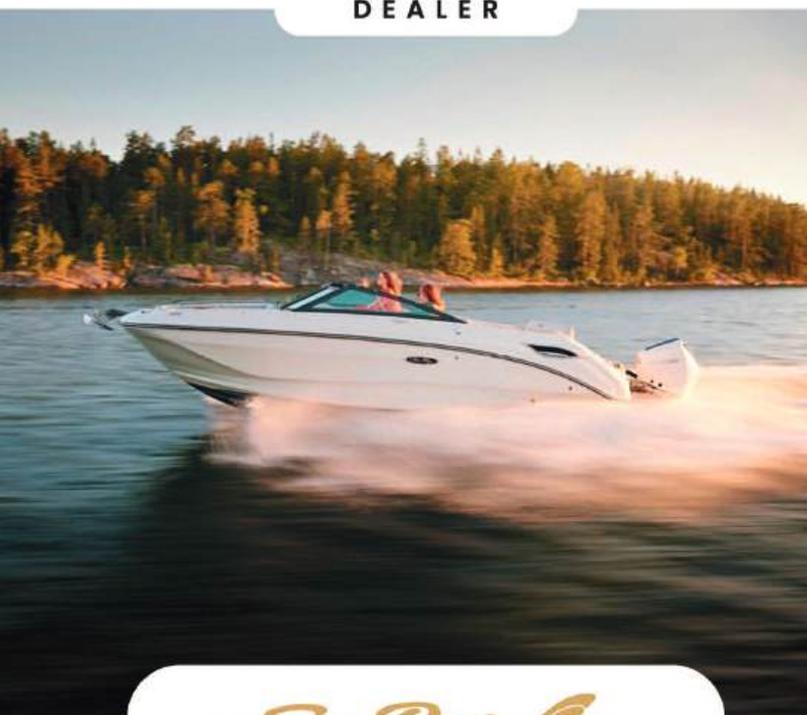
In summary, the choice of resin is a process that requires attention and expertise. One cannot simply rely on past choices or economic criteria. It is essential that boatyards focus on high-quality products, also considering the “hidden quality” of resins within the laminate. Decisions regarding resin selection must be an integral part of the design process and cannot be left to chance or external suppliers without adequate evaluation.

The correct selection of resins will have a lasting impact on the quality, performance, and economic sustainability of the boats, making this decision as crucial as it is strategic for success in the nautical industry.

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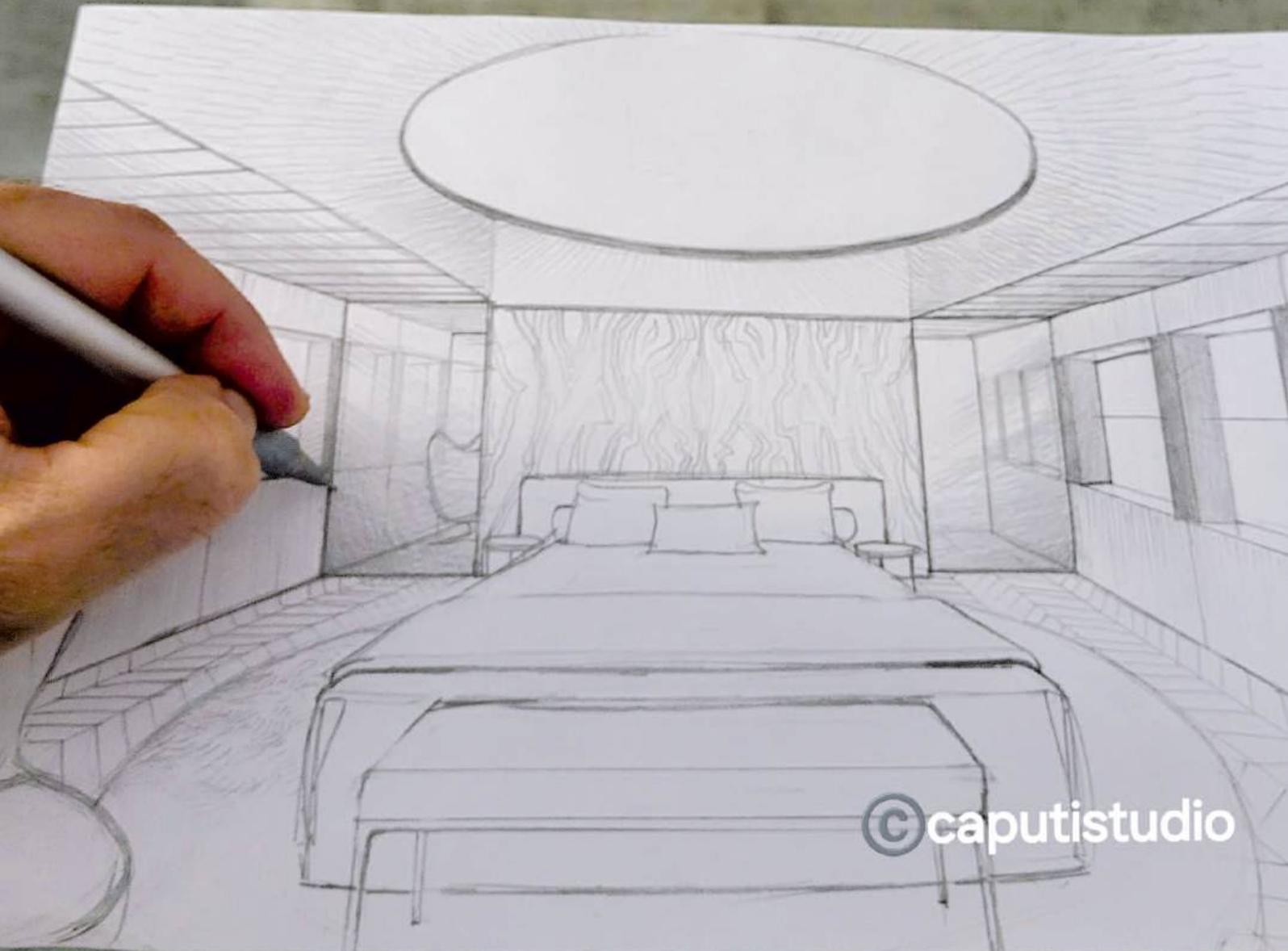
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# MOVING SPACES

## EMOTIVE DYNAMICS BETWEEN SHAPES, COLORS AND MATERIALS: INTERVIEW WITH ARCH. GIANLUCA CAPUTI

In this interview with Arch. Gianluca Caputi of Caputistudio, we explore his unique vision of architecture, which integrates interiors and exteriors in a continuous flow, without clear distinctions. His design philosophy is based on the idea of creating spaces where light and the gaze move freely, giving life to a unique, harmonious, and dynamic environment. The architect believes in the emotional power of spaces, where the tension between shapes, colors, and materials becomes the driving force of an “architectural poetry” that deeply involves the guest. With an approach that avoids stylistic conflict and promotes a fluid dialogue between different specializations, Caputistudio stands out for its ability to create architectures that evoke emotions and tell stories through form.



©caputistudio



**Let's start from the beginning. Can you describe your personal and academic journey?**

I've been looking at boats and drawing them for as long as I can remember. I recall my childhood years, filling the slow passage of time after school with hours of wandering and exploring the

docks during the endless summers of the late 1970s in Porto Ercole. I was fascinated by the smell of teak, the vertical transom mirrors in polished mahogany with the brass nameplates embossed on the moored boats. It was the boating world of that time: Riva Aquarama, Polaris from Cantieri di Pisa, Ischia from

Baglietto, Sarima, X33', and X44' Italcraft. The world was smaller, and an 18-meter boat would still be considered a "yacht" for just a little while longer. Cala Galera didn't exist yet. Or rather, it was still just a beach, and the marina was being built by Count Lorenzo Bucci Casari, with whom my father, Valentino Caputi, collabo-



rated.

They had met years earlier on a transatlantic flight between Italy and Brazil. It was the golden age of the economic boom, and among Italians conquering distant markets, they immediately developed a mutual understanding and respect that led them to work together in Italy as well.

**How did your passion for architecture and yachting begin?**

My passion for both architecture and yachting developed naturally, immersed in the environment I've breathed since childhood. During my studies at the University of Rome "La Sapienza", I had the privilege of

working with Cantieri Navali del Golfo, the company founded by my father in the early 1980s, where I participated in the design of motorboats for the Police and the Guardia di Finanza. There, I experienced a unique environment where design merged with hands-on work in the yard, learning from skilled shipwrights.



Italcraft was founded in 1955 by a group of entrepreneurs and professionals from the nautical sector, with the aim of building high-quality vessels. Over the years, the shipyard has distinguished itself for its innovation and the quality of its products, creating yachts that combine excellent performance with elegant design and cutting-edge materials.

On the left, the Sarima 38', designed to offer high performance, both in terms of speed and stability at sea. Below, the Italcraft Drago Ultra: the flagship vessel of the shipyard, a sporty and luxurious motor yacht that embodies excellence in design and performance.



After graduating, my encounter with the studio Petruccioli & Associati and Prof. Sergio Petruccioli was decisive, leading me to grow professionally on international projects that enriched me both personally and professionally, with a continuous search for balance between architecture and yachting.

**What project has given you the greatest satisfaction professionally, and which one are you most emotionally attached to?**

Undoubtedly, the most fulfilling and complete professional experience, also due to the difficulty of the task and the results achieved, was with Italcraft, a company that required not only design but also the challenge of reviving a company that had been closed for some time. The assignment started with an in-depth study of the historical archive and the brand's identity, then developing a new range of boats that respected the traditional values of innovation, performance, and quality. The relaunch project included the launch of new models such as the Sarima 38', X54 Ipanema, Drago 70', and Maxidrigo 105'. Italcraft, thanks also to collaboration with

Renato "Sonny" Levi, was a pioneer in modern yachting. Gustav Mahler once said, "Tradition is not the worship of ashes, but the preservation of fire". In this sense, at Italcraft, we preserved the brand's original spirit by relaunching all its founding values through many new models. The management culminated in the sale of the company to the Rizzardi group in 2005 when the brand had been fully revitalized and was appreciated by prestigious clients.

**When was "Caputistudio: The Augmented Design" born and how has it evolved?**

Caputistudio was founded in 2008, combining professional experiences in different yet complementary fields, such as architecture, interior design, and yacht design. The studio, conceived as a boutique firm, stands out for its creative and rigorous approach, developing "bespoke" projects tailored to client needs, from real estate development to luxury real estate, from retail to yacht design. Caputistudio collaborates with industry experts and provides a wide range of services, from the design of yacht exteriors and interiors to project management and refitting.

In 2016, Caputistudio formed a partnership with Oniride srl, a start-up in the 3D technologies, augmented reality, and virtual reality sectors, creating VR4YD (Virtual Reality for Yacht Design), an innovative app that brings virtual reality into yacht design. This technology allows users to explore the boat in an immersive way, both on PC and through VR headsets, replacing physical mock-ups and reducing design costs and time. The platform is adjustable and also allows for configuring colors, materials, and furnishings.

**Can you tell us about some of the yacht design projects you've developed?**

The YAK 95' project introduces an innovative approach to the shuttle concept, combining versatility, advanced performance, and sophisticated design. Labeled the FASTEXPLORER, this yacht blends the inspiration from expeditions to remote locations with a high-performance naval platform, derived from proven models such as the Italcraft Speedo Surfrunner 95' and the Guardia di Finanza's Corrubia. This 30-meter, two-deck yacht emphasizes the permeability of spaces: thanks to large sliding windows, it transitions smoothly from the exterior

to the interior, transforming the salon into a vast veranda overlooking the sea. It is equipped with a hybrid propulsion system consisting of three engines - two internal combustion and one hybrid-electric - allowing for displacement mode navigation at 10 knots for long trips with minimal fuel consumption and emissions, or in planing mode, reaching over 35 knots.

The layout includes a full-beam owner's suite, four VIP cabins with en-suite bathrooms, and crew spaces. The exterior lines, inspired by stealth architecture, feature an inward-tilted windshield and glass volumes reminiscent of a black diamond. The outdoor spaces, distributed across the Sky Deck and Main Deck, offer a total of 145 sqm, including a stern beach that extends via side terraces.

The 200 sqm interiors follow the "Augmented Design" philosophy, integrating functionality, beauty, and well-being to meet market demands, which require large volumes manageable by small crews. The YAK 95' represents a harmonious balance between holistic design and technological innovation, offering guests an experience that engages all the senses.



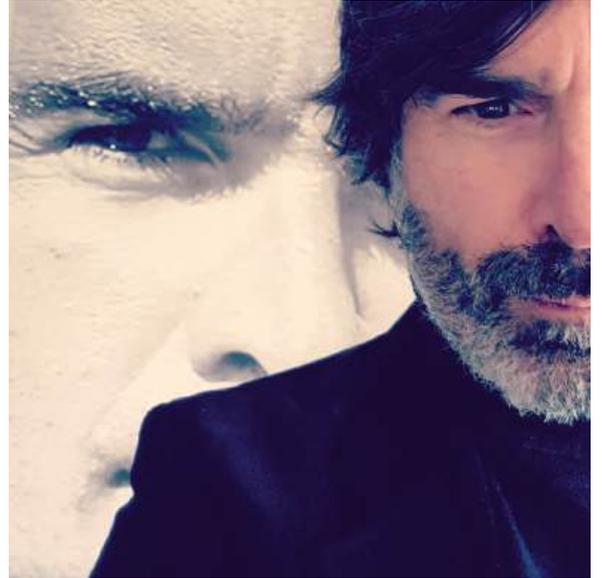
The YAK 95' features a modern and futuristic design, with smooth, dynamic lines that seem sculpted by the wind.

**You are the co-founder of SEANFINITY YACHTS. What can you tell us about this brand?**

My collaboration with Vincenzo Tuccio, founder and owner of TS Drive s.r.l., a leading company in the design and production of surface drive propulsion systems, began from a true friendship and deep professional respect formed in 2006 at Italcraft, where we worked together on the Drago Ultra and Maxidrigo 105' series during the Rizzardi Group's management.

In 2018, we decided to combine our respective professional experiences by founding SEANFINITY YACHTS, for which I created the name, brand, coordinated image, and market positioning. I also designed a complete range of motorboats and RIBs, with various product lines such as the "T" series for open tenders, the "R" for RIBs, the "Y" for fast explorer shuttles, the "S" for open coupes, and "DEFENDER" for crossovers.

The core values of the brand are Design, Fun, Technologies, and Performance. The success was immediate: we started in 2018 by selling the first three units of the T4 on paper, two of which were sold to foreign clients in key yachting locations like Ibiza and Miami. From the prototype to today, we've produced over 24 units between 10 and 15 meters, all self-financed, with more than 80% of the boats sold abroad.



The T80, flagship of the SEANFINITY YACHTS shipyard, was conceived to express modernity, elegance, and dynamism.

This yacht is equipped with a hybrid propulsion system.

### Future projects?

The new SEANFINITY projects coming up are the GT55 and the T80, the future flagship of the "T" series. The first, measuring 16,7 meters in length overall, is an evolution of the T5, featuring an innovative layout with a protective superstructure and a wrap-around windshield. Below deck, it offers three double cabins, two bathrooms, and impressive performance with two 800 HP Cummins Z13 engines, reaching a cruising speed of 38 knots and a maximum speed of 45 knots. It will be presented in 2025.

The SEANFINITY T80, measuring 23,2 meters in length overall and 6,1 meters in beam, features a sporty platform with minimalistic lines, opening stern terraces, and space for 16 guests. It has four double cabins, each with an ensuite bathroom, and a crew area. With MAN engines (1.600 or 2.200 HP) and Top System transmissions, it reaches speeds up to 48 knots (57 knots in the VHP version with three 2,200 HP engines). Both models combine distinctive design with high performance for unique experiences at sea.

### What do you see in the future of yacht design? How is the yachting world changing in this aspect?

The future of yacht design is changing under the influence of new cultural and social values, particularly driven by younger generations and the spread of the sharing economy. For young billionaires, owning a yacht goes beyond flaunting wealth: it is a form of personal expression and

a way to live a more complex concept of luxury, one that values experiences, well-being, environmental attention, and culture. This generation, often very wealthy, prioritizes experience over ownership and shows a growing interest in an exclusive yet authentic lifestyle.

At the same time, the sharing economy is also influencing large hospitality groups like Ritz-Carlton, Four Seasons, and Accor, which are introducing luxury yacht-hotels to offer cruises and unique experiences. These vessels, despite being large, emphasize discreet design and exclusive services, in contrast to mass-market cruise ships. This trend is also reflected in the aesthetic and typological research shaping tomorrow's large yachts. The Covid experience has helped redefine priorities, putting time as a precious resource in the spotlight. Yachts have become symbols of voluntary isolation, "islands" where intimate moments with family and friends are shared, far from the world. In this context, technology that truly improves quality of life has replaced traditional luxury in contemporary imagination, profoundly influencing how yachts are designed to meet these new expectations.

### What advice would you give to someone looking to enter this world and profession?

We are fortunate to live in an extraordinary era that has witnessed the transition from analog to digital. From the stories and practices of master shipwrights to Virtual Reality and Artificial

Intelligence, which we use at Caputistudio for our design explorations.

There is no predetermined path that perfectly mixes practice and theory, particular and general, analysis and synthesis. Each experience is personal, potentially bringing knowledge that is hard to replicate. My advice, in addition to pursuing a university course in architecture and design, is to travel, go abroad, and learn English well. Then, work for a period in a shipyard, in any role. And go to sea. Mix the courage to dare with the knowledge of the basic rules because to break the rules, you must first know them and apply them correctly.

To learn how to design a boat, there's nothing better than living on board for some time. Even the opportunity to embark as a hostess or crew member during the summer is a life experience that can prove crucial to understanding how a boat "works" and what the needs are of those working aboard, the owners, and their guests. After all, it's about understanding the psychology of potential future clients.

### CAPUTISTUDIO

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# ROCCA DI FRASSINELLO

## A JOURNEY THROUGH MAREMMA BETWEEN WINE, HISTORY AND DESIGN

“More than falling in love with a place, you make it yours”. Renzo Piano describes the moment when, flying over Maremma by helicopter, he spotted the hill where he would design Rocca di Frassinello.

Founded in 2007 as a joint venture between Castellare di Castellina, a historic Chianti Classico winery, and the renowned Domaines Barons de Rothschild-Château Lafite, this winery pays homage to the beauty and generosity of the land. A place where wine, the authentic expression of the terroir, meets design with a touch of French elegance.

“During a brief stay in Bolgheri”, recalls Paolo Panerai, President of Rocca di Frassinello, “I had lunch with Eric Rothschild at Gambero Rosso in San Vincenzo, a restaurant created by one of the most brilliant chefs in the world, Fulvio Pierangelini. At the table, I mentioned that, since there were no more cultivable lands in Chianti Classico, I had bought 50 hectares inland from Castiglione della Pescaia and Punta Ala. ‘Let’s go see them’, Eric replied. Once there, he said, ‘If you manage to buy the five farms in the valley, we’ll do a joint venture, because, Paulò, le vin est un affaire foncièr pour nostres nephews’, in a spontaneous mix of French and English”.

In the end, Paolo Panerai and Baron Eric de Rothschild indeed created the joint venture imagined that afternoon, between a sip of wine and a walk in Maremma. The vineyards were planted on the hill opposite the town of Giuncarico, in the municipality of Gavorrano (GR).

Two years of work were required to merge the five farms that make up the 500 hectares of the estate: a meticulous task that required passion and dedication. Among the vineyards of Sangiovese (a Sangiovese clone selected in Castellare di Castellina), Cabernet Sauvignon, Merlot, Syrah, and Vermentino, wines were born that combine the power of

Maremma Tuscany with the typical elegance of France.

### AN AUTHOR WINERY

Renzo Piano, involved in the project from the very beginning, has been a long-time friend of Panerai. “When I was a young reporter at Secolo XIX”, recalls the President of Rocca di Frassinello, “I went to interview this young architect who had made a name for himself by designing a building without windows. Since then, a strong friendship was born that has accompanied us over the years. That’s why I immediately thought of him when it came time to design the winery”.

However, the task turned out to be complex, even for a genius like Piano. “Renzo was also passionate about wine, like me”, continues Panerai, “because he produced it in his family’s winery in Ovada, Piedmont. However, designing a winery was a great challenge for him, as he had to create a highly functional space, a small-scale factory. In fact, he still teases me today, saying that he dedicated much more time to Rocca di Frassinello than to the construction of the New York Times headquarters”. The project, in particular, needed to be poetic but discreet, not the classic “author’s winery” that, according to Piano, ends up being a “monument to

Rocca di Frassinello was founded in 2007 as a joint venture between Paolo Panerai and Eric de Rothschild. The former is the founder of the Domini Castellare di Castellina group, which today owns four wineries, while the latter was until 2017 the President and CEO of Domaines Barons de Rothschild-Château Lafite, the most famous wine brand in France and worldwide.

The partnership concluded a few years ago when the Rothschild family decided to sell the minority stakes in companies and buy out the majority stakes to strengthen their position.



itself". Panerai clarifies the creative process: "In full harmony with Renzo, we poured great passion into creating a laboratory, as efficient and rational as possible, with no marble or luxury, with exposed concrete walls and a completely innovative layout". The winery, in fact, boasts essential forms, prioritizing functionality while preserving the identity of a production facility. The organization of the spaces is revolutionary, with particular attention to the wine-making process, which in the initial phase uses gravity to move the grapes. The red tower, an iconic element visible from afar, captures the sunlight and reflects it through a system of mirrors, illuminating the evocative barrel cellar carved into the rock 50 meters deep. Here, in the darkness, up to 2.500 barriques rest, which, like large eyes, seem to watch visitors. Returning to the surface, the second soul of the project is revealed: a modern glass pavilion with elegant satin steel profiles, designed to host tastings, events, exhibitions, and conferences. Outside, an enormous terracotta-tiled terrace extends, which the architect called "the square": a flying carpet of over 5.000 square meters that seems to float above the gentle hills of Maremma.

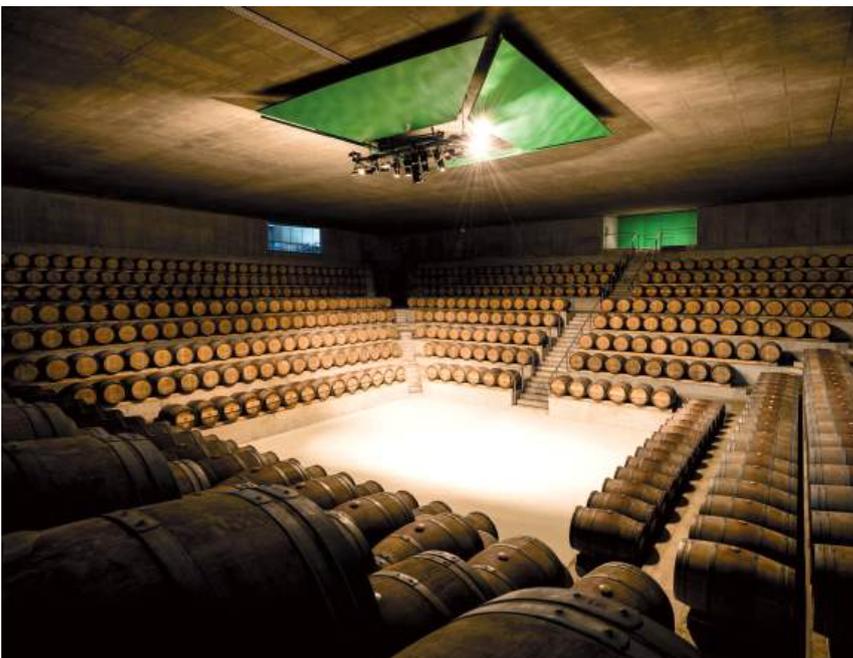
### THE PRODUCTION PHILOSOPHY

Alessandro Cellai, the oenologist of Rocca di Frassinello, firmly believes that the quality of wine begins first and foremost in the vineyard. "The winemaker's signature", he explains, "is made up of

small, significant interventions. It is crucial to seize the right moment to start the harvest. Then, in the winery, it is essential to enhance the quality of the grapes, but a good 70% of the work has already been done. The most important phase remains in the vineyard, before the wine becomes wine".

Rocca di Frassinello has embraced this philosophy, combining meticulous care of the vineyards with minimal interventions in the winery, aimed at maximizing the potential of the raw materials.

Sustainability plays a central role in this framework. Of the 500 hectares of the estate, only 90 are cultivated with vines, leaving ample space for the dense Mediterranean scrub that envelops the property. In the vineyards, green manure techniques are practiced, particularly with the use of vetch, a legume that naturally improves soil quality due to its ability to fix nitrogen. The privileged position of the rows, constantly caressed by a sea breeze that reduces humidity and mitigates the climate, allows for minimizing interventions against pests and fungi. In case of extreme drought, two reservoirs collect rainwater, essential for emergency irrigation. Energy management also follows efficiency and environmental protection criteria. The multi-level winery uses gravity to move the grapes into the vats, preserving the integrity of the clusters and reducing the energy consumption associated with pumps. The evocative barrel cellar, carved into the rock, maintains ideal temperature and humidity conditions without the



Rocca di Frassinello is part of the Toscana Wine Architecture network, a circuit of 14 designer wineries created by great masters of contemporary architecture. It has also been repeatedly recognized by Architectural Digest as one of the "most beautiful designer wineries in the world".



use of cooling systems. Finally, a photovoltaic system on the parking roof covers a significant portion of the energy needs, highlighting a concrete commitment to environmental protection.

### THE WINES

The joint venture with Château Lafite, although concluded following a strategic restructuring of the Rothschild family's holdings, has left an indelible mark on the wines of Rocca di Frassinello, helping to define their excellence and identity. A prime example is Baffonero, the Grand Cru of Maremma Tuscany, which embodies the perfect synthesis of the elegance of great Bordeaux Merlot and the expressive power of the Maremma terroir. Characterized by balsamic notes of eucalyptus, laurel, and mint, it is named after the historic wild boar hunts in the area: the Capocaccia is called Baffonero because of its thick moustache. Produced in limited bottles, it is considered by wine critics as one of the greatest Merlots in the world.

Among the reds, there are also:

- Poggio alla Guardia Vigne Alte, an entry-level wine with a strong personality and great drinkability;
- Ornello, marked by a significant percentage of Syrah grapes, making it very full and rich;
- Le Sughere di Frassinello, a wine of great aromatic complexity, which was in Wine Spectator's Top 100 by its fifth harvest;
- Rocca di Frassinello, the first label, "le grand vin" according to Bordeaux classification, the highest expression of the Italo-

French project;

- Rocca di Frassinello San Germano, born on the San Germano hill from a blend of Cabernet Sauvignon, Merlot, and a small portion of Sangiovetto. The whites celebrate Vermentino, the main grape of the Tuscan coast, known for its freshness, savoriness, and minerality. From the selection of the best grapes comes Rocca di Frassinello Bianco, a 100% Vermentino Grand Cru with a smooth, silky mouthfeel, remarkable persistence, and exceptional aging potential in the bottle. A 2023 novelty is the Rosato, made entirely from Sangiovese grapes.

Of delicate pale pink color, thanks to brief contact of the must with the skins, it stands out for its freshness and savoriness on the palate.

### THE ETRUSCANS AND WINE AT ROCCA DI FRASSINELLO

A result of collaboration between

the Archaeological Superintendency of Tuscany, the Etruscology Department of the University of Florence, and Paolo Panerai, the project "The Etruscans and Wine at Rocca di Frassinello" transforms Rocca di Frassinello into a hub of art and culture under the banner of wine. The heart of the initiative is the San Germano necropolis, a significant archaeological site linked to the ancient city of Vetulonia. The area hosts mounds dating back to the second half of the 7th century BC and the first half of the 6th century BC. Eight monumental tombs, recovered and restored, can now be visited through a dedicated path, while excavations continue, revealing new finds. Among the objects discovered are painted ceramic vessels (Etrusco-Corinthian), bucchero, unguentaria, chalices, and cups for wine consumption, which are exhibited in the permanent exhibition inside the





The Foresteria of Rocca di Frassinello features four double rooms and two apartments, each consist of three bedrooms, a kitchen, a living area and two bathrooms.



winery. The exhibition, curated by architect Italo Rota, creator of the Wine Pavilion at Expo and the Musée d'Orsay in Paris, invites visitors to immerse themselves in the Etruscan world, exploring sounds, customs, and traditions, in a fascinating dialogue between past and present.

### THE FORESTERIA

For a relaxing vacation in the heart of Maremma Tuscany, guests can stay at the Foresteria of Rocca di Frassinello. Located

in a wing of the winery, the structure offers four elegant double rooms and two spacious apartments, each with three bedrooms, a kitchen, living room, and two bathrooms. The interiors, furnished in a minimal-chic style, are enhanced by large windows offering breathtaking views of the estate.

The Foresteria combines excellent oenology, nature, and culture to offer a unique experience. Guests, in addition to staying in an iconic location designed by

Renzo Piano, can immerse themselves in the “culture of fine drinking”, tasting the exquisite wines of Rocca di Frassinello and closely following the production cycle, from the vineyard to the bottle, to discover the secrets of a true “wine factory”.

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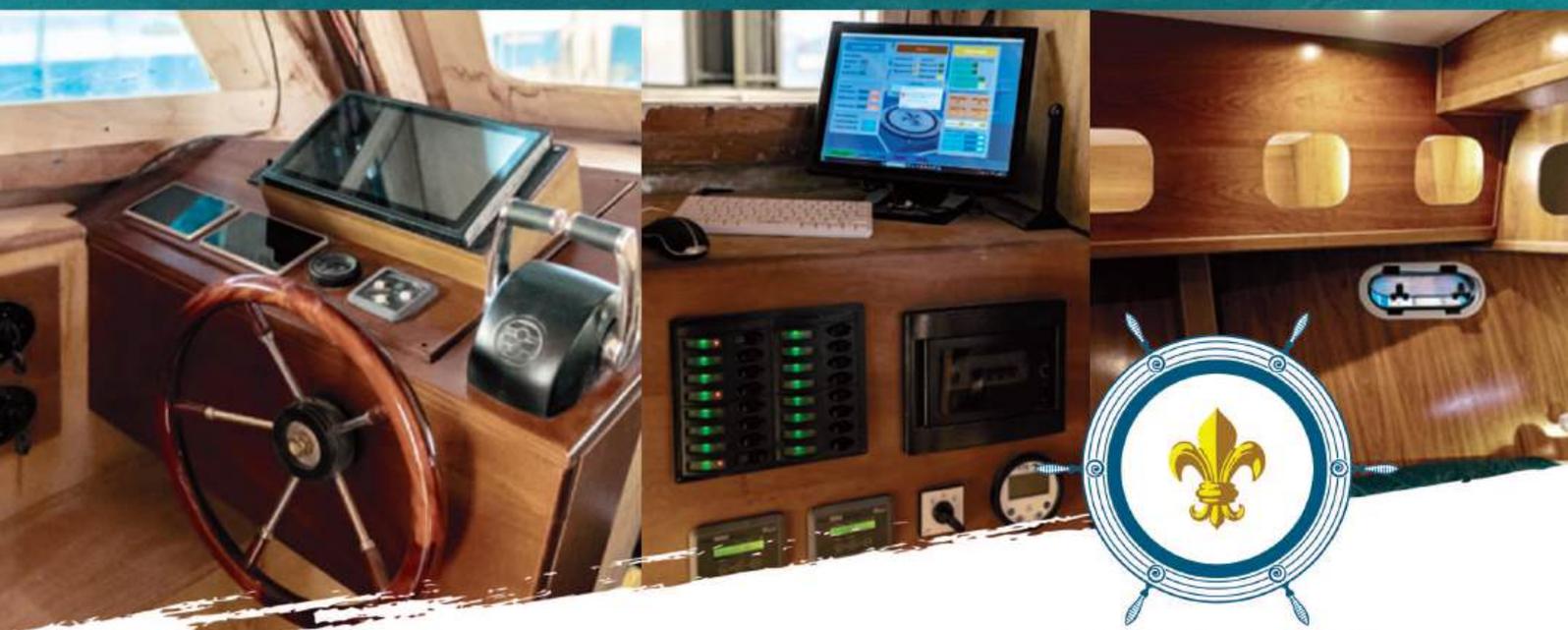
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**Barca utilizzabile senza patente, tenuta molto bene, motore Yamaha da 25/70 HP 2T tagliandato ogni anno, vis. lago d'Isèo - porto di Clusane, euro 4.500, tel. +39 340/3872075**



**Bavaria 29 Sport anno 2004, 9,28 m, motori 2x229 HP Volvo Penta EFB DP B, vis. Alto Adriatico, euro 59.000, tel. +39 0421/91616 - dalvi@dalvi.it**



**Blumar 26 Cruiser condizioni eccellenti, 10 m, doppia cabina matrimoniale, 2 Volvo Penta 4.3 GXI DP 225 HP con circa 370 ore, euro 53.000 trattabili, tel. +39 388/3557459**



**Blumax 19 Pro nuova, anno 2024, 2 mesi di vita, Mercury Pro 40/70 nuovo, impianto stereo, tendalino 3 archi, luci di via, doccetta, euro 14.000, tel. +39 370/1380570**



**Brube Okland anno 2016, 6 m, motore 150 HP Evinrude FB B, vis. Jesolo Lido (VE), euro 26.000, tel. +39 0421/91616 - dalvi@dalvi.it**



**BMA X266 anno 2022, 8,05 m, motore 300 HP Mercury FB B, visibile a Jesolo Lido (VE), euro 89.000, tel. +39 0421/91616 - dalvi@dalvi.it**



**Boston Whaler 15 Yamaha 70 2T perfettamente funzionante, pronto a qualsiasi prova anche con vostro meccanico di fiducia, euro 2.500 tratt., tel. +39 338/8931766**



**Boston Whaler Monteauk 17 buone condizioni, tel. +39 0766/571718 - +39 338/1842947**



**Capoforte FX240 come nuova, messa in acqua a fine giugno 2024, motore 200 HP Yamaha, solo 70 ore di moto, alata a novembre, euro 89.900, tel. +39 340/8725505**



**Carnevali C.N. 140 anno 2002, 14,20 m, 2x455 Caterpillar EB D, visibile Jesolo Lido (VE), euro 175.000, tel. +39 0421/91616 - dalvi@dalvi.it**



**Chaparral 24 cabinata, 4 posti letto, tendalino completo, luci sub, Mercury 4.3 EFI, 450 ore, specchio di poppa grande, euro 25.000 trattabili, tel. +39 392/7062785**



**Cigala e Bertinetti Pescakis 22 6,5 metri, ben tenuta, accessoriata, motore VM 6 cilindri, cabina 2 posti, eco. GPS, roll-bar, tendalino, euro 4.500, tel. +39 348/2583133**



**Colombo Super Indios 32HT anno 2007, 9,75 m, motori 2x260 Volvo Penta EFB D, visibile a Jesolo Lido (VE), euro 168.000, tel. +39 0421/91616 - dalvi@dalvi.it**



**Composit 420 portata a nuovo, 14 metri, motori VP D6 350, trasmissione VP DPH anno 2018 ultima versione, 3 cabine, 2 bagni, accessoriata, euro 145.000, tel. +39 328/6678856**



**Conam 36** motori 200 HP portati a 0, 170 ore di moto, elica di prua, strumentazione cambiata, stereo Boss, navigatore Garmin, aria condizionata, 5 posti letto, euro 80.000, tel. +39 328/0221259



**Coronet 24 2** motori Mercruiser 135 HP, 532 ore sempre tagliandati, sempre eseguite manutenzioni o sostituzioni, comoda e spaziosa, accessoriata, euro 12.000, tel. +39 339/3185003



**Cranchi 32 Cruiser** 9,50 m, Volvo 2x200 HP, 2 cabine, cucina completa, euro 50.000, tel. +39 041/5382523 - info@campellomarine.it



**Cranchi C.N. Z35** anno 2015, 11,70 m f.t. (omologato 9,99 m), motori 2x260 Volvo Penta EFB D, visibile Jesolo Lido (VE), euro 245.000, tel. +39 0421/91616 - dalvi@dalvi.it



**Cranchi C.N. 760 Clipper** anno 1992, 7,48 m, motori 2x146 HP Volvo Penta EFB B, visibile a Jesolo Lido (VE), euro 19.000, tel. +39 0421/91616 - dalvi@dalvi.it



**Cranchi Clipper** tendalino 1 anno di vita, frigo 50 l con inverter, salpa ancora elettrico, timone elettrico, batterie motori 2024, batteria servizi 2018, euro 10.000, WhatsApp +39 328/6141263



**Cranchi CSL 27 Sport** tenuto molto bene, cuscinerie perfette, dinette 4 posti, frigo e lavandino, GPS, manetta elettrica, D4 Diesel 270 Volvo Penta, euro 50.000, tel. +39 347/5216586



**Cranchi E26** 2021, Volvo Penta V8 5.3 EFB 350 HP, frigo, bussola, GPS, eco-scandaglio, ponte teak, pari al nuovo, euro 125.000, tel. +39 347/1890139 - seatimeyachting@gmail.com



**Cranchi E30** anno 2022, motore Volvo Penta 350 benzina, sole 90 ore, condizioni pari al nuovo, euro 185.000, tel. +39 335/6444020



**Cranchi Endurance 39** Cat 44 diesel 260, A/C, generatore Mase, cucina interna/esterna nuova, tenuta molto bene, teak 2023, euro 90.000 trattabili, tel. +39 328/0221259



**Cranchi Hobby 20** interamente refittata, Volvo Penta EFB 220 HP, pronta alla navigazione, euro 10.000, tel. +39 366/3647431



**Cranchi M44 HT** anno 2019, 13,82 m f.t., ottime prestazioni con bassi consumi, 3 cabine, 2 bagni, tel. +39 0424/533348 - +39 320/2820629 - lead@frattinyachting.it



**Cranchi Zaffiro** perfetta, interni e tendaggi nuovi, piedi portati a 0, tanti lavori effettuati 2024, 2x225 Volvo Penta, 197 ore moto, 4 posti letto, altri accessori, euro 50.000, tel. +39 328/5379251



**Cranchi Zaffiro** 2006, Volvo Penta diesel D4 da 260 HP con 611 ore consumi bassissimi e ottime prestazioni tagliandato ad aprile, euro 45.000, tel. +39 347/7587025



**Eolo Open** 4,10 m, senza motore, in mare, vis. Porto di Savelletri, euro 250, tel. +39 371/1995571



**Fairline Targa 33** anno 1989, 10,02 m, motori 2x250 VM EFB D, visibile a Jesolo Lido (VE), euro 35.000, tel. +39 0421/91616 - dalvi@dalvi.it



**Fiat 27** motori Volvo Penta 4.3 benzina, portati a 0 nel 2023, tappezzeria nuova, sostituiti manometri, Garmin 9 pollici, spingetta di poppa allungata, euro 32.000, tel. +39 328/0221259



**Fiat 32 Genius** Volvo Penta D4 225, 1.000 ore moto, tappezzerie nuove, GPS, autopilota, eco., aria condizionata, altri accessori, possibile prova, euro 75.000, tel. +39 328/0221259



**Fiat 35** motori Volvo Penta 231, piedi Dual Prop, navigatore, aria condizionata, generatore 2024, teak, doppio bagno, in buone condizioni, euro 68.000, tel. +39 334/1028374



**Fiat 40 Genius** linea d'asse, motori CAT 420 HP, 700 ore moto, 2 cabine, 2 bagni, no aria condizionata, generatore, tenuta maniacalmente, euro 127.000, tel. +39 328/0221259



**Fiat Brezza 17** dotata di tutti i comfort, nuovo impianto elettrico e cucina, euro 4.800, tel. +39 338/8975930



**Fiat Marea 20** motore Mercury 40 EFI del 2002, tendalino in acciaio, tappezzeria ottime condizioni, disponibile per prova a mare, euro 7.100, tel. +39 333/4758744



**Four Winns 268** 2000, 8,60 m, ottime condizioni, Volvo Penta 5.7 GSI con 320 HP, tappezzeria interna ed esterna 01/2024, alla boa, euro 31.000 tratt., tel. +39 388/3557459



**Fratelli Marchi C.N.** mod. 53, anno 2000, 15,32 m, 2x680 HP Man EB D, visibile Jesolo Lido (VE), euro 187.000, tel. +39 0421/91616 - dalvi@dalvi.it

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## SELEZIONE IMBARCAZIONI DISPONIBILI E VISIBILI A JESOLO



COLOMBO SUPER INDIOS 32 HT, 2007, mt. 9,75  
2x260 VOLVO PENTA EFB D

Perfetta, tendalino hard top apribile, eliche in acciaio



GOBBI 315 SC, anno 2000, mt. 9,85  
2x200 VOLVO PENTA EFB D

Natante, buone condizioni, 4 posti letto + 1 bagno



RIVA SAINT TROPEZ, anno 1985, mt. 9,50  
2X350 THERMO ELECTRON EB B

Ottime condizioni, scafo bianco, 2 posti letto



SEALINE 400 AMBASSADOR, 1993, mt. 12,00  
2x231 VOLVO PENTA EFB D

Molto abitabile, 2 cabine + 2 bagni



CRANCHI 39 ENDURANCE, anno 2002, mt. 12,42  
2x285 VOLVO PENTA EFB D

Buone condizioni, 700 ore moto, 4 posti letto



BAIA 40, anno 1984, mt. 12,08  
2X372 CUMMINS EB D

Ottime condizioni, interni rifatti, 4 posti letto



MAXUM MARINE 2500 SPORT EXPRESS, 2009, mt. 7,49  
2x260 MERCURISER EFB B

Natante, 4 posti letto, 150 ore moto



CARNEVALI 140, anno 2002, mt. 14,20  
2x455 CATERPILLAR EB D

Ottime condizioni, 3 cabine, accessoriata



**Gabbianella** motore Selva Aruana 40 HP 4T sempre tagliando con ca. 200 ore, cuscineria, scaletta, eco. Garmin Fishfinder 90, euro 6.000, tel. +39 329/4914261



**Giorgi 48 Must Open** 2008, 2x480 HP Cummins elettr., 480 ore, 4 cabine, 3 bagni, A/C, gen., elica prua, pass. idr., vis. Lazio, euro 159.000, tel. +39 393/9817671



**Glastron Laraya** anni '80, restaurato nel 2015, motore Johnson 70 HP 51.5 kW, immatricolato nel 1994 con certificato d'uso motore, carrello revisionato, euro 6.000, tel. +39 347/5315890



**Gozzo Alalonga** 7,60 m, motore FNM 40 HP, si guida senza patente, accetto scambio con open e semicabinato, euro 10.900 trattabili, tel. +39 345/3561475



**Idea Marine 58 open**, Suzuki 40/60 HP ARI, tutto anno 2021, ore 400 circa, cuscineria completa, dotazioni entro le 3 miglia, molti altri accessori, vis. Salerno, euro 18.000, tel. +39 327/7703839



**Manó Marine 25 Sport WA** 2 motori Mercuriser benzina 3.0 l, lavandino, fornelli, frigo, accetto permuta imbarcazioni più grandi, euro 30.000, tel. +39 333/2979700

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**Gari Marine 29** motori e carburatori anno 2010, 200 ore moto, tappezzeria nuova, copribarca nuovo, euro 18.000 trattabili, tel. +39 349/7772016



**Glastron** motore Mercuriser 170 benzina, refit completo 2024, tappezzeria/cuscineria nuova, sempre acqua dolce, euro 12.000, tel. +39 335/7112954



**Gobbi** motori Volvo Penta 230 HP gasolio, disponibile per qualsiasi prova, vis. Termini Imerese, euro 70.000, tel. +39 329/2115740



**Gobbi 315 SC** natante, anno 2000, 9,85 m, motori 2x200 HP Volvo Penta EFB D, vis. Jesolo Lido (VE), euro 68.000, tel. +39 0421/91616 - dalvi@dalvi.it



**Gobbi 730** anno 1976, 7,28 m, motori 2x135 HP Mercuriser EFB B del 2012, visibile a Jesolo Lido, euro 24.000, tel. +39 0421/91616 - dalvi@dalvi.it



**Grady-White 275 Tournament** anno 2009, 8,20x2,59 m, motori Yamaha 2x250 HP, ottime condizioni, Garmin GPSMAP 923xsv, WC, vari lavori 2023, euro 79.000, tel. +39 335/236177



**Hatteras 46** del 1981, refitting 2024, gruppo elettrogeno nuovo, inverter, A/C, teak sintetico, passerella elettrica, numerosi accessori, ottimo stato, euro 89.000, tel. +39 320/5639181



**Hellas** trimarano, scafo in resina, fuoribordo Evinrude 35 HP, revisionato completamente, girante e olio piede nuovi, ottima per la pesca, euro 2.200, tel. +39 338/5907304



**Ilver 24 Njuma** anno 1990, 7 m, motore 1x240 HP OMC EFB B, visibile a Jesolo Lido (VE), euro 16.900, tel. +39 0421/91616 - dalvi@dalvi.it



**Ipanema 53** 16 metri, motori nuovi sbarcati e revisionati, 3 cabine, 2 bagni, carena a V, bassi consumi, full optional, pronta alla boa, euro 199.000, tel. +39 392/1026387



**Italcantieri** 7,5 m, meccanica perfetta, disponibile a qualsiasi prova, attrezzata per la pesca, Volvo Penta 67 HP, vis. Porto di Scoglitti (RG), euro 11.000, tel. +39 393/0611810



**Maxum Marine 2500 Sport Express** anno 2009, 7,49 m, motore Mercuriser 260 HP EFB B, vis. Jesolo Lido (VE), tel. +39 0421/91616 - dalvi@dalvi.it



**Milomar 520** Mercury 40/50 HP 4T, carrello non omologato, 2 GPS, ecoscandaglio a colori, euro 2.500, chiamare dopo le 19, meglio messaggio WhatsApp +39 349/1857961



**Mikado 27** due motori Volvo Penta 175 TD diesel, euro 13.000, tel. +39 348/2649535

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**Mimi 23** 2011, Evinrude E-tec 300 ore di moto, 7,50x2,50 m, full optional, cabina con 2 posti letto, bagno separato, euro 48.000, tel. +39 338/8719795 - +39 338/9347188 - info@nauticafiore.it



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**Mimi 19 Fisherman** 2015, 5,5x2,1 m, Mercury 40 PRO con 313 ore di moto 313 del 2016, vis. Ronciglione, euro 15.000, tel. +39 338/8719795 - +39 338/9347188 - info@nauticafiore.it



**Mira 34** anno 2007, motori D4 260 con 500 ore moto, in condizioni eccellenti, accetto permuta walk-around, tel. +39 333/6160315



**Navaltirena Fisher 20** entroporto da 30 HP, cuscineria e tendalino nuovi, sempre rimessata a terra, motore tagliando e mantenuto, euro 8.000, tel. +39 348/2717356



**Nuova Schizzo 21.50 WA** 7 metri f.t., motore Mercury 150 HP, cabinata, 3 posti letto, salpa ancora elettrico, altri accessori, consumi molto bassi, euro 18.000, tel. +39 389/9851116



**Ocean 80** nuova, open 8 metri, omologata per 12 persone, 2x150 HP oppure 1x300 HP, console grande, spogliatoio, bagno, tel. +39 327/2027185



**Performance Marine 1407** 2007, bandiera croata, 13,85 m, 2x480 HP Yanmar 6LY3, A/C, boiler, ponte teak, vis. Sardegna, tel. +39 347/1890139 - seatimeyachting@gmail.com



**Petteruti** 6,5 m, Yamaha 40/60 HP, 700 ore di moto, GPS, eco-scandaglio, tendalino in acciaio nuovo, doccia, stereo, tappezzeria nuova, tel. +39 379/1803980



**Pilotina** vetroresina, motore 40/60 iniezione, completa, pronta alla boa, euro 4.500, tel. +39 333/2453304



**Quicksilver 555 Commander WA** anno 2009, 5,35 m, motore Mercury FB 40 HP B, visibile Jesolo Lido (VE), euro 11.500, tel. +39 0421/91616 - dalvi@dalvi.it



**Quicksilver 675 Open** 2022, Mercury 150 HP 2024, 6,80 m, luci di via, batteria, pompa sentina, euro 37.500, tel. +39 041/5382523 - info@campellomarine.it



**Ranieri Evo 23** 05/2023, full optional, top acciai verniciati, Garmin GPSMAP 923 XSV, vis. Civitavecchia, euro 55.000, tel. +39 338/8719795 - +39 338/9347188 - info@nauticafiore.it



**Ranieri International Next 240 SH** 2024, Honda 250, euro 89.500 IVA inclusa, tel. +39 041/5322123 - +39 349/0852550 - newnauticshow@gmail.com



**Ranieri International Next 275 LX** 2024, Mercury 2x225 HP, euro 198.000 IVA inclusa, tel. +39 041/5322123 - +39 349/0852550 - newnauticshow@gmail.com



**Ranieri International Next 275 LX** 2024, 8,20 m, cuscineria completa, euro 89.500, tel. +39 0424/533348 - +39 320/2820629 - lead@frattinyachting.it



**Ranieri International Shadow 26** 2016, 7,55 m, 300 HP Suzuki, euro 56.990, tel. +39 0424/533348 - +39 320/2820629 - lead@frattinyachting.it



**Ranieri International Voyager 19 S** 2024, Mercury 40 HP, euro 34.500 IVA inclusa, tel. +39 041/5322123 - +39 349/0852550 - newnauticshow@gmail.com



**Regal 28 Express** anno 2013, 300 HP Volvo Penta EFB B, vis. Jesolo Lido (VE), euro 70.000, tel. +39 0421/91616 - dalvi@dalvi.it



**Rio 750 Cruiser** anno 2001, 8,07 m, motore 1x230 HP Volvo Penta EFB D, vis. Jesolo Lido (VE), euro 39.900, tel. +39 0421/91616 - dalvi@dalvi.it



**Rio 800 Fish** 2x130 HP Volvo Penta Tamd31 B linea d'asse, eliche 4 pale, 3 posti letto, WC, cucina esterna, eco. Garmin, accessoriata, euro 18.000, tel. +39 328/3380313



**Rio 830** anno 1990, 8,14 m, due motori Volvo Penta EFB D, vis. Jesolo Lido (VE), euro 22.000, tel. +39 0421/91616 - dalvi@dalvi.it



**Rivarama 44** 13,40 m, 2009, 2x800 HP MAN, autopilota, eco., bussola, plotter, cuscineria completa, euro 690.000, tel. +39 041/5382523 - info@campellomarine.it



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**Riva 90 Argo** anno 2020, 23,98 m, 2x2.000 HP MTU, tel. +39 0424/533348 - +39 320/2820629 - lead@frattinyachting.it



**Salpa Laver 23.50** anno 1999, 7,14 metri, motore Mercruiser EFB B 189 HP, euro 17.500, tel. +39 0421/91616 - dalvi@dalvi.it



**Sealine International 400 Ambassador** anno 1993, 12 m, motori 2x231 HP Volvo Penta EFB D, euro 92.000, tel. +39 0421/91616 - dalvi@dalvi.it



**Saver 540 Cabin Fish Walkaround** 2 posti letto, in buone condizioni, senza motore, possibile installare un 40 o 70 HP, euro 7.500, tel. +39 377/4282723



**Squalo 35** teak nuovo, motori sbarcati nel 2023 Volvo Penta 200, euro 35.000, tel. +39 328/0221259



**Uniesse 42 Fly** motori 2x450 (rev. 2020), linea d'asse, 2 cabine, 2 bagni, teak, divani in pelle, accessoriata, strumentazione completa, euro 95.000, tel. +39 339/4811211

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**Riva Saint Tropez** anno 1985, 9,50 m, motori 2x350 Thermo Electron EB B, visibile Jesolo Lido (VE), euro 75.000, tel. +39 0421/91616 - dalvi@dalvi.it



**Saver 600** categoria B, Mercury F150EFI in garanzia ufficiale fino al 2027, buonissime condizioni, euro 17.000, tel. +39 338/8719795 - +39 338/9347188 - info@nauticafiore.it



**Sealine SC47** anno 2009, 14,80 m, 2x480 Cummins Zeus, vis. Alto Adriatico, euro 290.000, tel. +39 0421/91616 - dalvi@dalvi.it



**Selva SD 7.0 Cabin** anno 2010, 6,98 m, motore 1x225 HP Selva FB B, vis. Jesolo Lido (VE), euro 24.500, tel. +39 0421/91616 - dalvi@dalvi.it



**Sessa C42 HT** anno 2002, motori 2x330 Volvo Penta EFB D, visibile Jesolo Lido (VE), euro 192.000, tel. +39 0421/91616 - dalvi@dalvi.it



**Saver Manta 21 Fisher Deluxe** 6,40 m, ideale per pesca, portata 7 persone, GPS/eco., motore Honda 130 rotto, ausiliario 4 HP funzionante, vis. Andora, euro 14.000, tel. +39 378/4181077



**Saver Riviera 24** 4 posti letto in 2 cabine separate, EFB Mercruiser 5000 EFI benzina con 260 HP, flap idraulici, copertura completa per campeggio nautico, tel. +39 348/8324797



**Solaris Power 40 Open** 2024, 10,62 m, 2x440 HP Volvo Penta Volvo D6, prendisole aggiuntivo, pilota automatico, tel. +39 347/1890139 - seatimeyachting@gmail.com



**Stama 20** fuoribordo 150 HP, WC elettrico in cabina, cucinino, lavabo, accessoriata, salpa ancora 2024, doccetta 70 l, euro 14.500, tel. +39 392/0686047



**Tecnomariner Stealth Mythos** EFB, anno 1999, 7,22 m, motore 227 HP Mercruiser EFB B, vis. Jesolo Lido (VE), euro 21.500, tel. +39 0421/91616 - dalvi@dalvi.it



**Trimarchi Enica** Mercury 40 Pro, 2018, 5,20 m, luci di via, batteria, pompa sentina, tintibene in acciaio, scaletta risalita, euro 14.000, tel. +39 041/5382523 - info@campellomarine.it



**Wellcraft 2800 Coastal** Mercruiser 2x350 HP benzina linea asse, luci di via, hard-top, impianto doccia, 4 batterie, GPS 12" Garmin, euro 40.000, tel. +39 041/5382523 - info@campellomarine.it



**Zaniboni F23** Bluetime motore Yamaha 200 HP, 700 ore di navigazione, in ottime condizioni, brachet posteriore, vis. Marina di Ravenna, euro 26.000, tel. +39 333/9080993



**Zenit 44 Open** anno 2005, 13,30 m, motori 2x450 MAN EB D, visibile Jesolo Lido (VE), euro 148.000, tel. +39 0421/91616 - dalvi@dalvi.it



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**Aloa 27** rimessa completamente a nuovo, Volvo Penta MD6A 10 HP Diesel, trattamento legni 2024, GPS, frigo, forno, perfetta, euro 12.500, tel. +39 339/1165137



**Barca a vela natante**, perfetta, 2 cabine, bagno, carteggio con quadro strumenti, 2 Yanmar 3YM20, linea d'asse, elettronica Raymarine, altri access., euro 70.000, tel. +39 351/5727514



**Barca a vela VTR**, cabinata, set di 3 vele completi, tormentina, spinnaker, 2 ancore, numerosi altri accessori, euro 2.000, tel. +39 346/8327257 - gianlu.putri@gmail.com



**Barca a vela** appena risistemata, lunghezza 8 m, possibilità di guida senza patente, motore 2T, 3/4 posti letto, vis. porticciolo di Brindisi, euro 4.500 poco trattabili, WhatsApp +39 327/0264988



**Barca a vela d'epoca** cantieri Monfalcone, ristrutturata completamente 2018, Lombardini 30 HP, 1.000 ore, 4 cuccette, cucina, 2 ranche, 2 genoa, euro 22.000, tel. +39 347/4636507



**Barca a vela 9 m**, guida senza patente, 2 cabine separate, 5 posti letto, motore EB diesel 18 HP, genoa avvolgibile, gennaker con calza, tel. +39 345/2972427



**Barca a vela 7,50 m**, motore FB sempre funzionante, esterno in buone condizioni, interni da finire, vis. Angera vicino il porto, euro 1.300, tel. +39 340/4133673



**Barca a vela 2003**, 12 m, progetto Carlo Sciarelli, in lamellare di mogano, autopilota, scambiatore e tubo di scarico 2021, tappezzerie 2021, euro 25.000, tel. +39 335/8007722



**Barca a vela 8 m**, motore entro-bordo 10 HP, motore fuoribordo 8 HP, WC marino, 5 posti letto, euro 12.000 leggermente trattabili, tel. +39 333/6877475



**Bavaria 36** 11,30 m, 8 persone, interni in legno massello, 3 cabine doppie, Volvo Penta 30 HP, tender Zodiac con motore Honda 2,3 HP, vis. Roma, euro 56.000, tel. +39 339/3978470



**Bavaria 30 Plus** 1993, 8,99 m, Yanmar 18 HP, cucina, cuscineria completa, lazy bag, tenditore, strallo di poppa, vang rigido, vis. Toscana, euro 35.000, tel. +39 337/718301 - www.navigare.it



**Bavaria 32 Cruiser** 2010, perfette condizioni, motore Volvo 20 HP con 840 ore, 2 cabine, plotter touch screen, eco., pannello solare, doccia calda in pozzetto, euro 72.000, tel. +39 392/0564679



**Bavaria 33 Cruiser** in buono stato, Volvo Penta 30 HP, 2 cabine, 1 bagno, vele in buono stato, plotter cartografico, altri accessori, pronta a navigare, euro 85.000, tel. +39 335/7315136



**Beluga 22** con deriva mobile, rollafuoco, randa steccata su carrelli, manovre rinviate in pozzetto, motore 4T fuoribordo, carrellabile, albero abbattibile, euro 3.500, tel. +39 338/1077713



**Beneteau Baroudeur** 8 metri, entro-bordo Craftsman 16 HP diesel, 2 batterie, euro 14.000 trattabili, tel. +39 059/468219 - www.mon-torsisport.com



**Beneteau First 20** pari al nuovo, unico proprietario, randa 16 mq, fuoco avvolg., motore Mercury 6 HP, vis. Marina di Rimini, euro 32.000, tel. +39 339/7940363



**Beneteau First 44.7** anno 2005, perfette condizioni, set vele crociera e regata, salpa ancora con telecomando, euro 109.000, tel. +39 335/6111047



**Beneteau First 53F5** 1994, 3 cabine, 3 bagni, teak, Perkins 80 HP, sartie in tondino, winch elettrico, verricello di prua, vele 2017, euro 124.000, tel. +39 333/7489281



**Beneteau Oceanis 37 Limited Edition** anno 2013, semplicemente perfetta, vis. Marina di Pisa, euro 108.000, tel. +39 339/4425142



**Beneteau Oceanis Clipper 331** in eccellenti condizioni, vele ottimo stato, motore 30 HP, 2 cabine, WC, ruota timone maggiorata, accessoriata, euro 59.900, tel. +39 328/4176977



**Beneteau Oceanis Clipper 411** tenuta in modo maniacale, sempre acqua dolce, euro 93.000, tel. +39 338/3563619



**Beneteau Platu 25** refit completo (vele comprese) anno 2021, motore Tohatsu 4 HP, vis. Crotone, euro 9.000, tel. +39 345/8162748 - +39 329/6133120



**Biasi Margutte 30** 1996, 9,10 m, motore Lombardini 18 HP, entro-bordo diesel del 1996, tel. +39 0586/621381 - +39 337/718301 - www.navigare.it



**Bonin 34T** 9,99 m, 10,68 m f.t., cantiere Bonin specializzato in barche crociera/regata, varata 2004, Lombardini 1204 perfetto, vis. Porto di Anzio, euro 55.000, tel. +39 335/6336122

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**Boxer 24** messo a nuovo, utilizzato per uscite giornaliere, pronto a navigare, motore Mercury 5 HP del 2019, VHF fisso, vari accessori, euro 8.500, tel. +39 333/3666841



**Brigand 750** completa di vele, motore EB diesel 7 HP da revisionare, piccole manutenzioni da effettuare, vis. Sant'Elena a Venezia, euro 2.500, tel. +39 339/4470887



**Brigand 950** Lombardini Focs 995 da 32 HP appena revisionato, prese a mare 2021, interni parzialmente rifatti, antivegetativa 2021, euro 5.000, tel. +39 331/4096843



**Brigand 950** 9,38 m, Volvo Penta 3 cilindri 19 HP del 1993, revis. 08/2020, elica 2 pale, euro 13.800, tel. +39 347/8033574



**Cantieri Barberis Show 34** perfetta, 1981, Bukh DV20 revis. 2022, tanti lavori 2019 - 2020, accessoriata, euro 25.000, tratt., no messaggi: +39 333/4393038



**Cantieri del Pardo Grand Soleil 343** 10,42 m, velatura 65 mq, teak nuovo, motore anno 2003, tanti accessori, euro 36.000, tel. +39 333/4708970



**Cantieri La Vela** stampo Comet, 6x2,40 m, randa, genoa, spy, tangone, serbatoio acqua 80 l, 3 posti letto, euro 1.000, tel. +39 327/0829971



**Carter 33** natante, motore Volvo Penta, carteggiata, rasata, da verniciare, paiolato rifatto, altri lavori eseguiti, da terminare, vis. Taranto, euro 5.000, tel. +39 328/0327660



**CNSO Aikido** 1970, refit 2021, wrapping in opera morta, opera viva con antivegetativa, completa di tutte le componenti, vis. in cantiere a Lisanza, euro 9.980, tel. +39 347/8294932



**Cobra 33** Fast Cruiser, natante, 2011, veloce e divertente, buona abitabilità interna/esterna, molte dotazioni comprese, sempre acqua dolce, vis. Arona, euro 60.000, tel. +39 329/2215418



**Comet 910** tenuta molto bene e curata, vele ok, 60% lavori fatti 07/2024, Farymann R30 bicilindrico 18 HP, 4 winch, tendalino, 4 posti letto, euro 16.000 trattabili, tel. +39 347/5091269



**Cranchi EC19** ottime condizioni, sartame, draglie, WC, lavandino, serbatoio 60 l, ancora, catena, cima manuale, scotte, drizze varie nuove, fotovoltaico, euro 4.000, tel. +39 342/6864643



**Dehler Delanta** 7,80 m, un veliero diverso dal solito, euro 9.000, tel. +39 338/3497042



**Deriva skipper CNA** ottimo stato, 4x1,68 m, 4 persone, 3 gavoni stagni, randa con borosa, carrello, euro 3.300 tratt., tel. +39 347/6280600



**Dufour 27** Volvo MD6A 10,5 HP, plotter, frigo, boiler, doccia, acqua 170 l, caricabatterie automatico, 2 batterie, luci LED, TV, euro 15.000, tel. +39 388/6937216



**Dufour 1800** 1980, 7,65 m, buone condizioni, necessita piccoli interventi a imp.elettrico e idrico, FB Mercury CT 9,9 HP 4T del 2017, no osmosi, euro 6.200, WhatsApp: +39 338/7708197



**Dufour 35** Classic manutenzioni tecniche eseguite annualmente, Volvo 30 HP diesel tagliando 06/2023, tanti lavori tra 2022 e 2023, 3 cabine, euro 60.000, tel. +39 349/8084840



**Dufour Arpege** 1969, 9,25 m, Nanni Diesel 3.75 HE del 2004 21 HP, sartame nuovo 2021, accessoriata, euro 23.000, tel. +39 337/718301 - www.navigare.it



**Dufour Arpege** 30 piedi, 6 posti letto, max 10 persone a bordo, pescaggio 1,60 m, Volvo Penta MD2 30 HP revisionato, euro 10.000, tel. +39 338/4661866



**Dufour Arpege** 1974, refitting totale 2020, albero e boma originale, vele poco usate, manovre fisse/mobili nuove, Lombardini, euro 20.000, motore euro 5.000, tel. +39 335/1822644



**Dufour Catamarans 48** 2022, 14,80 m, 2x60 HP Volvo Penta D2, pilota automatico, tel. +39 0424/533348 - +39 320/2820629 - lead@frattinyachting.it



**Elan 19** 5,80x2,49 m, deriva mobile, moltissimi lavori effettuati tra settembre e dicembre 2021, vele 2004/2005, vis. Sant'Antioco, euro 7.500 tratt., tel. +39 348/1415700



**Elan 31** saildrive, membrana del 2024, bompreso e tangone, pilota ST4000, roll-bar, pannelli fotovoltaici, randa steccata e easybag nuovi, euro 23.000, tel. +39 328/6011066



**Etap 32i** 1996, tenuta maniacalmente, strumentaz. completa, vele come nuove, lazy jack, lazy bag, gennaker con calza, superaccoss., euro 45.000, tel. +39 339/7982980



**Forgus 31** costruzione Halberg Rassy del 1981, refitting 2022-2024, euro 33.000, tel. +39 346/0409491



**Gilardoni Caipirinha** ottime condizioni, lungh. 9,15 m, velatura 38 mq, 6 posti letto, super accessoriata, euro 17.000, tel. +39 347/7855143



**Gozzo Off Mare Falco 50** anno 1976, EB D Semagiotto Drofin 12 HP rigenerato, 2 posti letto, albero in alluminio, super accessoriata, vis. Isola d'Elba, euro 5.000, tel. +39 328/6912159



**Hallberg Rassy 352** tenuta come un amante, euro 100.000 trattabili, tel. +39 348/2227909



**Jeanneau 45 DS** motore Yamaha 75 HP, aria condizionata, sprayhood, bimini, 3 winch elettrici, 1 manuale, accessoriata, pronta a navigare, euro 160.000, tel. +39 348/5118958



**Jeanneau Sangria** motore EB Nanni diesel 2 cilindri 8 HP, anno 1987, WC separato, tendalino, no osmosi, euro 6.900, tel. +39 347/3802861



**Jeanneau Sangria** integralmente ristrutturato, priva di osmosi, vis. Genova, ormeggio cedibile, euro 8.000, tel. +39 348/0526262



**Jeanneau Sun Odyssey 34.2** 2001, Yanmar 3 cilindri con 2.600 ore, versione 3 cabine, radar, autopilota, vis. Marina di Grosseto, euro 53.000, tel. +39 389/2388287



**Jeanneau Sun Odyssey 37** 3 cabine, 2002, Volvo Penta MD2040 40 HP linea d'asse con 3500 ore circa, carena e deriva perfetta, vis. Messina, euro 59.000, tel. +39 340/7046382



**Jeanneau Sun Odyssey 50 DS** 2010, 14,75 m, Yanmar 110 HP 4JH4-HTE EB D, tel. +39 0586/21381 - [navigare@navigare.it](mailto:navigare@navigare.it)



**Jouet 27 Tarentelle** 1980, perfettamente in ordine, alla boa, EB Renault Coach 7 HP sbarcato e portato a 0 in rodaggio, euro 11.500, tel. +39 331/8904841



**Koala 34** 10,02 m, costruzione 1982, molto robusta, albero in chiglia con volanti non strutturali, Volvo Penta 2003 T 1986 43 HP, vis. Marina di Salivoli, euro 22.000 tratt., tel. +39 335/5712322



**Margutte 30** vele in Dacron e vele in laminato da regata più spy, rollfiocco, verricello, Lombardini 28 HP con 400 ore, super accessoriata, pronta alla boa, euro 29.000, tel. +39 348/2606628



**Meteor** barca stazzata, regolarmente iscritta all'Assometeor, assetto da regata, sempre acqua dolce, vis. Porto di Lavagna, euro 9.500, tel. +39 338/3384127



**Meteor 6** Suzuki DF6 6 HP 2020, sempre tagliandato, con elica nuova, dotazioni di sicurezza, autopilota Autohelm 800, ottime condizioni, accessoriata, euro 3.500, tel. +39 348/6996498



**Morgan 41** Ketch, appena restaurata, Yanmar 115 HP, perfetto e tagliandato, 13 m, 2 cabine, 2 bagni, euro 79.000, tel. +39 393/9388965 - +39 329/9370632



**Motorsailer MULTI 96** natante, ottimo stato, ampio pozzetto, grande cabina, motore FPT 87 HP del 2012, pilota automatico, accessoriata, zattera, tel. +39 329/8077502



**Nautitech 46 Fly** 2019, 13,79 m, 4 cabine, 4 bagni, A/C, generatore, watermaker, fly con divanetti, VHF, GPS cartografico, euro 525.000 + IVA, tel. +39 389/2954589



**Nautivela 420** ITA 56727, ottime condizioni, tutto il necessario per regata, disponibile da subito, accessoriata, vis. C.N. Cesenatico, euro 5.000, tel. +39 339/2085233



**Nytec 25** in buono stato, vele da passeggio e da regata, genacker in ottimo stato su frullone, motore quasi nuovo Mercury 6 HP, cuscineria interna, euro 11.000, tel. +39 348/4200342



**Orca 45** 13,50x4 metri, pronta alla boa a Brindisi, lista accessori per telefono, euro 25.000, tel. +39 333/3204050



**Santarelli Flash** ottime condizioni, ottima dotazione di vele, solo acqua dolce, antivegetativa 2023, paiolato nuovo, Johnson da 4 HP da tagliandare, euro 7.000, tel. +39 333/3766005



**Tamurè** 7,30 metri fuori tutto, larghezza 2,40 m, pescaggio 1,50 m, motore fuoribordo Mercury 4T 4 HP, vis. Marina di Ravenna, euro 4.500 trattabili, tel. +39 347/1740471



**Tango 30** 9,5 m, anno 2006, ottime condizioni, motore Yanmar 21 HP appena tagliandato, pilota automatico a barra, vis. Legginjo (VA), euro 42.000, tel. +39 392/2180152



**Bavaria Cruiser 42** 11,98 m, 3 cabine, base di imbarco: San Vincenzo (LI), destinazioni: Corsica, Isola d'Elba, Isola del Giglio, Argentario, tel. +39 388/3539085



**Bavaria Cruiser 50** 15,57 m, 2013, Yanmar 75 HP, 5 cabine, 10+1 posti letto, 3 bagni, base Marina di Scarlino, tel. +39 338/1094098 - www.aladarsail.it



**Beneteau Oceanis 28** 14 m, 5 cabine, 3 bagni con doccia, carburante 200 l, tel. +39 347/2733268 - info@carlofortesailcharter.it



**Beneteau Oceanis 30.1** 9 m, 2 cabine, 1 bagno con doccia, carburante 130 l, tel. +39 347/2733268 - info@carlofortesailcharter.it



**Beneteau Oceanis 34 Izar** 9,94 m, pescaggio 1,80 m, dotazioni di sicurezza, 3 cabine, spazi interni accoglienti e luminosi, tel. +39 347/2733268 - info@carlofortesailcharter.it



**Beneteau Oceanis 35.1** 9 m, 3 cabine, 1 bagno con doccia, carburante 120 l, tel. +39 347/2733268 - info@carlofortesailcharter.it



**Beneteau Oceanis 38** 11,55 m, 3 cabine, 2 bagni con doccia, tel. +39 347/2733268 - info@carlofortesailcharter.it



**Beneteau Oceanis 45** 4 cabine, 8+2 posti letto, 13,85 m, carena spaziosa, specchio di poppa che si apre per agevolare l'accesso al mare, tel. +39 338/1094098 - www.aladarsail.it



**Beneteau Oceanis 45 JN** 2016, 13,50 m, ideale per crociera in compagnia, 4 cabine, 2 bagni con doccia, serbatoio carburante 200 l, tel. +39 347/2733268 - info@carlofortesailcharter.it



**Beneteau Oceanis 46.1 "Ludi"** del 2022, 14,6 m, 5 cabine, 10+2 posti letto, 3 bagni, motore Yanmar 57 HP, base: Marina di Stabia, tel. +39 338/1094098 - www.aladarsail.it



**Beneteau Oceanis 51.1** anno 2021, motore 80 HP, 5+1 cabine, 10+2+1 posti letto, 4 bagni, base Marina di Scarlino, tel. +39 338/1094098 - www.aladarsail.it



**Beneteau Oceanis 393 Clipper** 12 m, 3 cabine spaziose, 2 ampi bagni con doccia, refit 2023, tel. +39 347/2733268 - info@carlofortesailcharter.it



**Cantieri di Pisa Lunasea 2000**, 33 m, 4 cabine, 6 membri dell'equipaggio, Marina di Stabia (NA), da euro 52.500/settimana, tel. +39 06/87729042 - info@sea-seacharters.com



**Cantieri Navali del Tiglio Pierpaolo IV** 1995, 30,10 metri, 4 cabine, equipaggio di 4 persone, da euro 28.000/settimana, tel. +39 06/87729042 - info@sea-seacharters.com



**Catana Bali 4.1 WEESail**, 2019, 12,35 m, Yanmar 2x40 HP, 4+2 cabine, 8+2 posti letto, 4 bagni, base: Marina di Stabia, tel. +39 338/1094098 - www.aladarsail.it



**Dufour 405** 12,17 m, 3 cabine doppie, ampio pozzetto, zona prendisole prua, adatto a una famiglia o un gruppo di 4/6 amici, tel. +39 347/2733268 - info@carlofortesailcharter.it



**Dufour 430** 2024, 4 cabine, 8+2 posti letto, 13,24 m, questa barca è la scelta ideale per chi desidera provare forti sensazioni in mare, tel. +39 345/6604940 - www.aladarsail.com



**Dufour 470** 13 m, 4 cabine, base d'imbarco: Marina di Stabia, 8+2 posti letto, 2 bagni, tel. +39 345/6604940 - www.aladarsail.com



**Dufour 470** 14 m, 5+1 cabine, base d'imbarco: Marina di Portorosa, 10+1 posti letto, 2 bagni, tel. +39 345/6604940 - [www.aladarsail.com](http://www.aladarsail.com)

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**Dufour 520 Grand Large** anno 2018, motore 75 HP, 5 cabine, 10+2 posti letto, 3 bagni, base: Marina di Scarlino, tel. +39 338/1094098 - [www.aladarsail.it](http://www.aladarsail.it)



**Elan Impression 45.1** anno 2021, 4 cabine, 8+2 posti letto, 2 bagni, base: Marina di Cannigione, tel. +39 338/1094098 - [www.aladarsail.it](http://www.aladarsail.it)



**Fiat 32** 10 m, 2 cabine, base d'imbarco: Amalfi Harbor Marina (SA), 4 posti letto, 1 bagno con doccia, tel. +39 0965/616528 - +39 06/94507580 - [info@barcando.it](mailto:info@barcando.it)



**Fountaine Pajot Tanna 47 Sonrisa 14** m, 3 cabine + 1 crew, base di imbarco: Marina Olbia LNI (SS), destinazioni: Costa Smeralda, Tavolara, Arcipelago di La Maddalena, tel. +39 388/3539085



**FP Jaguar 24 Sport HT** anno 2004, 25 m, 2 MAN da 1.500, 4 cabine, tel. +39 090/9886156 - +39 330/370123 - +39 333/6589768 - [info@lipariservice.it](mailto:info@lipariservice.it)



**Grand Soleil 43 Panoramix** 12,98 m, molti spazi liberi per il relax, 3 cabine, 2 bagni, divanetto scorrevole, grandi armadi, tel. +39 347/2733268 - [info@carlofortesailcharter.it](mailto:info@carlofortesailcharter.it)



**Hanse 315 Libera** 9,45 m, piccolo pozzetto, timone a ruota, strumentazione vicina alla timoneria, tendalino, 2 cabine, 1 bagno, tel. +39 347/2733268 - [info@carlofortesailcharter.it](mailto:info@carlofortesailcharter.it)



**Hanse 388** 10 m, 3 cabine, base d'imbarco: Marina di Stabia, 6+1 posti letto, 2 bagni, tel. +39 345/6604940 - [www.aladarsail.com](http://www.aladarsail.com)



**Hanse 415** 12 m, 3 cabine, base d'imbarco: Marina di Scarlino, 6+2 posti letto, 2 bagni, tel. +39 345/6604940 - [www.aladarsail.com](http://www.aladarsail.com)



**Hanse 458** 14,04 m, anno 2020, motore Yanmar 57 HP, 4 cabine, 8+2 posti letto, 2 bagni, base: Marina di Scarlino, tel. +39 338/1094098 - [www.aladarsail.it](http://www.aladarsail.it)



**Hanse 460** 14 m, 3 cabine, base d'imbarco: Marina di Cannigione (SS), 6 posti letto, 6 bagni, tel. +39 345/6604940 - [www.aladarsail.com](http://www.aladarsail.com)



**Jeanneau Sun Odyssey 37** anno 2003, 3 cabine, 6+2 posti letto, 1 bagno, base: Marina di Scarlino, tel. +39 338/1094098 - [www.aladarsail.it](http://www.aladarsail.it)



**Lagoon 42** anno 2018, lunghezza 12,79 m, motori 2 Yanmar 57 HP, base: Lipari, tel. +39 090/9886156 - +39 330/370123 - +39 333/6589768 - [info@lipariservice.it](mailto:info@lipariservice.it)



**Leopard Arno Bravo Delta** 2005, 24 metri, 3 cabine per 6 ospiti, 3 membri dell'equipaggio, da euro 28.000/settimana, tel. +39 06/87729042 - [info@sea-seacharters.com](mailto:info@sea-seacharters.com)



**Martiniki II** superyacht di 20 m, 3 comode cabine con bagni privati, based'imbarco Marina d'Arechi Salerno, tel. +39 06/87729042 - [info@sea-seacharters.com](mailto:info@sea-seacharters.com)



**Sea Ray 31** 9 m, 2 cabine, base d'imbarco: Marina di Nettuno (RM), 6 posti letto (4+2), 1 bagno con doccia, tel. +39 0965/616528 - +39 06/94507580 - [info@barcando.it](mailto:info@barcando.it)



**Sealine S 42** 13 m, 2 cabine, base d'imbarco: Porto di Imperia, 4 posti letto, 2 bagni con doccia, tel. +39 0965/616528 - +39 06/94507580 - [info@barcando.it](mailto:info@barcando.it)



**Sundeek Ephelide** a motore, 17,35 m, 3 cabine, 6 ospiti, base: Fiumicino - Calagalera (RM), da euro 21.000/settimana, tel. +39 06/87729042 - [info@sea-seacharters.com](mailto:info@sea-seacharters.com)



**Tecnomar Vevekos** 27 metri, 3 cabine, base a Marina D'Arechi, noleggio a Napoli, in Sicilia e in Sardegna, tel. +39 06/87729042 - [info@sea-seacharters.com](mailto:info@sea-seacharters.com)



**Uniesse Marine Stradivaria** 2002, 22,44 m, 4+3 cabine, 8 ospiti, porto in Campania, da euro 26.000/settimana, tel. +39 06/87729042 - [info@sea-seacharters.com](mailto:info@sea-seacharters.com)



**Waverunner 55** 19 m, 3 cabine, base d'imbarco: Portisco, Cala dei Sardi (SS), 6 posti letto, 2 bagni con doccia, tel. +39 0965/616528 - +39 06/94507580 - [info@barcando.it](mailto:info@barcando.it)



**BSC 57 Classic** cuscineria completa, serbatoio carburante 90 l in plastica, doccia, tel. +39 059/798915 -  
www.montorsisport.com



**Euromarine 560** portata persone 10, anno 2020, impianto elettrico rimesso a nuovo, motore Tohatsu 70 HP 2T, euro 9.000, tel. +39 340/3256864



**Focchi 680** anno 2013, motore Evinrude E-TEC 300 del 2009, ottime condizioni, rev. e manutenzione annuali, roll-bar inox, luci LED, euro 22.000, tel. +39 335/6171624



**Gommone 6 m**, perfetto stato, tubolari rifatti 2018, valvole navoisime, serbatoio da 65 l, Yamaha 100 HP 4T completo di tutto, euro 8.000, tel. +39 388/9259599



**Gommone 6,9 m**, Mercury 150 HP Optimax 2T, lavori 2022 con ricevute, tubolari nuovi Novamares, euro 16.000, tel. +39 348/4381539



**Honwave T38** motore 20 HP Honda anno 2015 in ottimo stato, portatile con sacca, ruote per alaggio, compressore elettrico per gonfiare, euro 2.500, tel. +39 349/8651085



**GOMMONE BWA OPEN**

8x3 m, categoria B, omologato 24 persone o 2500 kg di trasporto, usato anche da Forze Militari, Guardia Costiera per soccorsi, per lavori gravosi o per diving, ma anche per semplici uscite in famiglia con le sue molteplici funzioni di prendisole cucina e con ulteriore tenda nautica per campeggio. Motorizzato Honda 250 HP con ausiliario 20 HP. Rastrelliera con attacchi rapidi e 30 portacanne inox 316, ancora con catena e cima di 250 m, impianto stereo con amplificatore Hertz 3.000 watt e 4 casse con subwoofer Fusion, rimorchio 25 q gemellare a 4 ruote, altri accessori.

**Euro 63.000**  
**Tel. 347/4517625**



**Euromarine 480** su carena Sacs, motore FB Selva Dorado XSR EFI 40/60, circa 200 ore, carrello Trailers Group 07/2021, euro 12.000, tel. +39 379/1378327



**Focchi 510 2014**, motore Mercury F40 Orion nuovo del 2023, serb. benzina fisso 50 l, serb. acqua 40 l, vendo senza carrello, euro 15.500, tel. +39 347/3165201



**Gemini Marine 530** omologato 10 persone, tenuto maniacalmente, anno 2019, motore 90 HP del 2001 con 600 ore, eco. GPS, in acqua 2 mesi l'anno, euro 12.000, tel. +39 338/5642888



**Gommomarine 7,30 m**, del 2009, primo varo 08/2010, plancette posteriori allungate, comodissimo, tutto rivestito teak, euro 33.900 leggermente tratt., tel. +39 329/8380445



**Gommonautica G48 5 m**, ottime condizioni, motore 40/60 Selva Yamaha, completo di carrello, coprigommone, cuscineria, tutto in eccellenti condizioni, euro 7.000, tel. +39 342/1224613



**Gommone 4,60 m**, perfetto, Suzuki 40/60 con 285 ore, trim e strumenti, pilotina da montare, carrello omologato, euro 5.500, tel. +39 347/2606561



**Gommone motore diesel 200 HP**, in perfette condizioni, rimessato al coperto, consumi irrisori, nessun lavoro da eseguire, tel. +39 346/4780010



**Gommone 7,80 metri**, in kevlar, anno 2022, motore 150 HP Mercury del 2007, full optional, euro 28.000, tel. +39 328/7377316



**Gommone 7 metri**, Honda 115 HP, 90 ore, carrello fino a 15 quintali, motore di rispetto Mercury 9,9 da lavoro, stereo, VHF, eco., doccetta, euro 12.900, tel. +39 328/8552406



**Gommone 5 m**, Evinrude 40 HP con libretto, tagliandato, accensione elettr., restauro completo, doppie chiavi, euro 2.000, tel. +39 333/7616433



**Highfield 5.20 Sport** Yamaha 40/70 Supreme, eco., portata massima 10 persone, full optional, pronto a navigare, già tagliandato, euro 29.500 tratt., tel. +39 329/7039507



**IAV Marine 26 Sport** Evinrude E-TEC G2 300 HP, in garanzia fino al 2029, tutto 2019, superaccess., eco., GPS, salpancora elettr., VHF, roll-bar con luci, euro 38.000, tel. +39 329/7340255



**Italoboats Predator 590 6,10 m f.t.**, del 2005, tubolari nuovi 2021, motore Yamaha 100 HP tagliandato, euro 20.000, tel. +39 339/2392619



**Italiamarine Positano 31** tenuto maniacalmente, Suzuki 350 DP con 175 ore di moto, come nuovo, cabina e bagno separato, euro 95.000 legg. tratt., tel. +39 340/2755488



**Italiamarine Vesuvio 29** 2018, ottime cond., 8,83 m, Suzuki DF300APXX con 284 ore sempre tagliandato, manetta elettr., euro 60.000, tel. +39 0761/612036 - info@nauticafiore.it



**Joker Boat 4,95 m f.t.**, tubolari ancora in buone condizioni, diametro 52 cm, portata 8 persone, euro 3.900, tel. +39 335/7352476



**Joker Boat 26** 2006, sempre inverno al coperto, roll-bar e tendalino 2020, Honda 250 HP, vis. Castiglione della Pescaia (GR), euro 39.750, tel. +39 338/4689863



**Joker Boat 440 VTR**, Mercury 4 cilindri 2T, 720 cc, senza patente, rimorchio Reggiana Rimorchi da 400 kg, euro 2.800, tel. +39 059/798915 - www.montorsisport.com



**Joker Boat Clubman 21** motore Suzuki DF115 già tagliandato, 530 ore di moto, elica in acciaio inox, nessun lavoro da fare, euro 12.500, tel. +39 366/1647699



**Joker Boat Clubman 21** 6,20 m, omologato per 12, motore Suzuki 115 HP 4T del 2007 con ca. 1.000 ore, sempre rimessato, euro 16.500, tel. +39 320/6612515



**Joker Boat Clubman 24** 7,5 m, del 2002, buono stato, attrezzato per la pesca, t-top, Suzuki 250 HP del 2021 con 210 ore di moto, euro 33.000, tel. +39 348/8296480



**Joker Boat Clubman 24** 2005, Yamaha 2T 200 HP del 2005, tendalino, cuscineria nuova, doccetta, 2 serbatoi benzina da 175 l, euro 16.500, tel. +39 338/1837042



**Joker Boat Clubman 26** 2 motori Johnson 140 HP, anno 2005, manutenzione annuale sempre a entrambi, euro 40.000, tel. +39 334/6660256



**Joker Boat Clubman 28** Yamaha 2x250 HP, varato 08/2022, 60 ore di moto, tenda nautica, GPS Garmin 12", euro 135.000, tel. +39 329/3804259



**Joker Boat Coaster 470** 5 m, Suzuki 40/50 4T, anno 2009, gommone visibile a Casal Velino, possibilità di prova in mare, euro 6.500, tel. +39 338/8455231



**Joker Boat Coaster 470** spiaggette di poppa allungate, lunghezza f.t. 5,20 m, tutto ancora originale, tubolari perfetti, ottimo stato, euro 14.000, tel. +39 389/6574851



**Joker Boat Cruiser 520** rimesso tutto a nuovo, euro 10.000, tel. +39 328/8527978



**Led GS 28** in ottime condizioni, 2 motori Yamaha 250 HP, super accessorato, 4 batterie, frigo, impianto stereo 8 casse, salpa ancora nuovo, euro 66.000, tel. +39 389/1060315



**Legar 5.30** 2010, ottimo stato, tubolari in neoprene, Honda 75 HP 4T a iniezione con 380 ore, consumi bassissimi, carrello perfetto da revisionare, euro 11.800, tel. +39 392/4159536



**Lomac 3 m**, carena VTR, timoneria, sedile di guida con cuscino, tubolari in Neoprene Hypalon, Mercury 15 HP 2T, tutto in ottimo stato, euro 3.800, tel. +39 059/468219 - tw@montorsisport.it



**Lomac 460** Honda 4T 40 HP, senza patente nautica, rimorchio Ellebi LBN 520 750 kg da revisionare, euro 6.500, tel. +39 059/468219 - info@montorsisport.it



**Lomac 600** con tubolari nuovi maggio 2023, motore Yamaha 40/60, superaccessoriato, pronto alla boa, euro 12.000, cortomalte-se\_1973@libero.it



**Lomac 790IN** Evinrude 225 HP, ore moto 400, GPS, roll-bar in VTR, ampio tendalino di prua, casse Fusion, carena portata a zero nel 2020, euro 36.000, tel. +39 339/3838496



**Lomac Granturismo 12.5** 2023, 11,75 m, 2x450 HP Yamaha XTO Offshore V8, vis. Sardegna, euro 385.000 + IVA, tel. +39 347/1890139 - seatimeyachting@gmail.com



**Lomac Granturismo 14.0 X** 2023, 13,70 m, 3x450 HP Yamaha V8 Offshore XTO, 40 ore moto, vis. Sardegna, euro 816.500 + IVA, tel. +39 347/1890139 - seatimeyachting@gmail.com



**Lomac Marvel 500** portata 8 persone, lungh. 5 m, motore Yamaha 40/60 4T (1.000 cc 4 cilindri), circa 400 ore, manutenzioni regolari in cantiere ufficiale, tel. +39 329/1736991



**Lomac Swell 5 m**, motore Tohatsu 65 HP 2T, tubolari in ottime condizioni, nessuna perdita, roll-bar, tendalino, altri accessori, euro 2.500 legg. trattabili, tel. +39 348/8211613 - +39 348/8211615



**Mar.co 23** con tubolari nuovi in Orca Carbon, full optional, Mercury Verado 225 del 2018 con 650 ore e centralina 300 HP, tel. +39 331/5776640



**Mar.co 47 Altura** tagliandato Suzuki 2002, 4T 40 HP, roll-bar in acciaio, portacanne, tendalino, serbatoio benzina con indicatore di livello, euro 6.000, tel. +39 0766/571718 - +39 338/1842947



**Marine Club 22** 6,5 m, 2024, cat. B, omologato 12 persone, serbatoio carburante inox 190 l, cucineria completa, plancette in teak, euro 24.900, tel. +39 342/3559186



**Marine Club 27** 8,50 m, Honda BF250, manetta elettronica, tutto anno 2023, t-top, frigorifero, livello, formello, Raymarine Axiom+ 9", euro 65.000, tel. +39 348/3310314



**Mariner 500** motorizzato con Selva 40/60, 800 ore circa, tendalino, doccia acqua dolce, tutte le dotazioni, tel. +39 334/9746569



**Marlin 19 Top** trasportabile gonfio, con circa 400 ore, carrello Ellebi 1.500 kg, tenuto veramente bene, tutta la dotazione di bordo, 2006, euro 26.000, tel. +39 339/2406886



**Marlin 24X** motore Mercury Verado 250 HP V8, tel. +39 059/798915 - info@montorsisport.it



**Marlin 182** anno 2015, 5,55x2,28 m, Mercury ME-F100 L 4S del 2017 con ore di moto 198, euro 29.000, tel. +39 338/8719795 - +39 338/9347188 - info@nauticafiore.it



**Marlin 790 Dynamic** in pronta consegna, con motorizzazioni Mercury a scelta, tel. +39 059/798915 - info@montorsisport.it



**Marsea 100** anno 2024, Mercury 40 Pro, 2024, impianto stereo, tendalino, euro 15.000, tel. +39 041/5382523 - info@campellomarine.it



**Marsea 110** anno 2020, portata 10 persone, Mercury 115 HP del 2024, impianto stereo, doccia, tendalino, euro 26.000, tel. +39 041/5382523 - info@campellomarine.it



**Master** 4,30 m, motore Yamaha 2T 25 HP, peso a vuoto senza motore 75 kg, portata persone 6, euro 3.500, tel. +39 393/9886955



**Mirimare** 2022, 7,50 m, motore Mercury 150 HP del 2023, tutto nuovo, pronto per il mare, tendalino nuovo in acciaio, euro 48.000, ciro.bastone1@virgilio.it



**Mirimare Mercury 150** 2023 o Mercury 40 HP anno 2022, tutto nuovo, tendalino nuovo in acciaio, prezzo con 150 HP, euro 36.000, tel. +39 338/9164086



**Nautica Led 75 GS** completamente rifatto nel 2021, Mercury 225 V6 in garanzia con sole 220 ore di moto con Activity Trim e collegamento bluetooth, euro 45.000, tel. +39 331/3770545



**Novamares** tutto rifittato anno 2023, motore Mercury 40/60 pari al nuovo con sole 10 ore di moto, euro 10.000, tel. +39 334/1028374



**Nuova Jolly 530** Mercury 40 Pro, anno 2022, scaletta risalita, musone di prua, batteria, timoneria meccanica, pompa di sentina, euro 19.900, tel. +39 041/5382523 - info@campellomarine.it



**Nuova Jolly 545** anno 2000, motore Suzuki 40/60 HP 4T, consumi irrisoni, doccia con serbatoio 45 l, vis. Nisida, euro 8.500, tel. +39 348/5740120



**Nuova Jolly 630** anno 2022, Mercury 150 HP, cucineria completa, tendalino in acciaio, contagiri, speedometro, euro 33.000, tel. +39 041/5382523 - info@campellomarine.it



**Nuova Jolly Prince 27** Mercury 250 HP 4T del 2023, ecoscandaglio Garmin Striker 5", elica di prua, teak pozzetto sintetico grigio, euro 75.000, tel. +39 041/5382523 - info@campellomarine.it



**Oromarine S11** in ottime condizioni, full optional, due motori Honda 250 HP, solo 156 ore moto, euro 120.000, tel. +39 347/9247836



**Panamera PY 90** 9,60 m, anno 2022, 2x200 HP Honda BF200D, solo 54 ore di motore, come nuovo, euro 88.000, tel. +39 041/5382523 - info@campellomarine.it



**Pirelli 35** anno 2023, 11,70 m, motori 2x300 Mercury Verado FB B, euro 335.000, tel. +39 0421/91616 - dalvi@dalvi.it



**Pirelli Pzero P1000 Sport** 2009, 9,98 m, 2x300 HP Yanmar 6LPA-STP2, vis. Sardegna, euro 109.000, tel. +39 347/1890139 - seatimeyachting@gmail.com



**QuickSilver RIB 380** alluminio, 2023, 3 metri, 7 persone, vis. Ronciglione, euro 3.200, tel. +39 338/8719795 - +39 338/9347188 - info@nauticafiore.it



**Ranieri International Cayman 19**  
Mercury o Evinrude in pronta consegna, anche senza patente nautica, da euro 29.900 con Mercury F40, tel. +39 059/798915 - [www.montorsisport.com](http://www.montorsisport.com)



**Ranieri International Cayman 21**  
2024, Mercury 40 HP Pro, euro 43.900 IVA inclusa, tel. +39 041/5322123 - +39 349/0852550 - [newnauticshow@gmail.com](mailto:newnauticshow@gmail.com)



**Ranieri International Cayman 23 Sport** 7,10 m, nuovo, euro 40.000, tel. +39 0424/533348 - +39 320/2820629 - [lead@frattinyachting.it](mailto:lead@frattinyachting.it)



**Ranieri International Cayman 27 Sport Touring** 8,20 m, nuovo, euro 79.800, tel. +39 0424/533348 - +39 320/2820629 - [lead@frattinyachting.it](mailto:lead@frattinyachting.it)



**Revenger** Envirude E-Tec 200 HP, 350 ore, cabinato, cabina 2 posti letto, WC, manetta elettronica, Garmin 7" nuovo, tendalini, euro 46.000, tel. +39 333/5643945



**Sacs Madras 750** tubolari rifatti nel 2016, motore Honda 225 del 2006 con 480 ore, salpa ancora elettrico, tendalino, zattera nuova, dotazioni, euro 26.000, tel. +39 333/8008782



**Selva 450** motore Johnson 40/50 4T iniezione tagliandato, pompa sentina auto/manuale, impianto elettrico e cuciniera nuovi, altri accessori, euro 6.500, tel. +39 380/1471008



**Selva 540** anno 2015, funziona tutto perfettamente, 9 posti, pompa di sentina, autosvuotante, luci di via, aspiratore fumi benzina, solo lago, vis. Bardolino, euro 9.000, tel. +39 351/4082022



**Solemar 33 2** Yamaha 350 HP, circa 650 ore, gruppo elettrogeno, boiler, aria condizionata, flap, interceptor MD zipwke, GPS, copertura totale, euro 100.000, tel. +39 393/9118721



**Stilmar 19** perfetto, timoneria idraulica nuova, nessuna perdita, 5,70 m, motore Mercury PRO 40/70, 200 ore di navigazione, euro 7.500, tel. +39 342/7073849



**Zar 65** Suzuki 200 AP 2017, 300 ore moto, Garmin, VHF, stereo, impianto doccia, tendalino nuovo, altri accessori, carrello da sistemare, euro 40.000, tel. +39 346/0871609

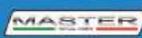


**Zodiac Cherokee** motore Yamaha Top 25 2T, accessorato, serbatoio, bussola, telo di copertura invernale, remi, no carrello, vis. Garda, euro 1.800, tel. +39 370/3269717

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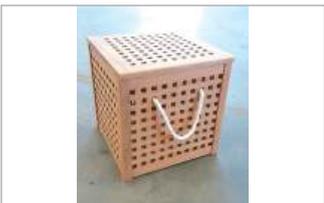
**Carrello** Ellebi per barca da 5 metri, modificato a 6 metri, senza documenti, euro 350, tel. +39 380/1021695



**Carrello** doppio asse, portata 1.500 kg, lunghezza 6,50 metri, impianto frenante e luci funzionanti. Da revisionare al momento della vendita. Euro 2.900, tel. +39 334/8020909



**Crema lucidante** Disox per inox, alluminio, ottone, cromature, metalli e gelcoat. Priva di solventi. Versare una piccola quantità di crema su un panno, strofinare la parte da trattare e rimuovere i residui di lucidatura con un panno pulito. Le superfici torneranno come nuove. Si consiglia di testare sempre qualsiasi prodotto in un'area piccola e nascosta. Formato da 250 ml, tel. +39 099/8271746 - +39 099/8272091 - www.blue-marine.it



**Cubo** in teak a carabottino, utilizzabile sia in barca che in casa come contenitore per oggetti o, in alternativa, come sgabello di emergenza; è dotato di due pratiche maniglie in corda per facilitarne il

trasporto e di un'apertura dall'alto, che viene bloccata da una chiusura a compasso in acciaio inox. Misure standard cm 45x45x45. Possibilità di variare le misure in base alle esigenze del cliente, tel. +39 081/0105633 - www.wood-works.it



**Detergente** ceroso per uso quotidiano Daily Clean formulato con cere pregiate, studiato per il lavaggio quotidiano di tutti i tipi di battelli pneumatici. Lava, lucida e protegge. Miscelare 150/200 ml di prodotto in 5 l di acqua dolce e utilizzare come un comune shampoo, spugnare e risciacquare, formato da 1 kg e da 5 kg, tel. +39 099/8271746 - +39 099/8272091 - www.blue-marine.it



**Detergente** Depur Tank per serbatoi, pompe e condotte idriche. Prodotto studiato per pulire ed igienizzare contenitori per acqua. Elimina rapidamente calcare e cattivi odori. Prodotto detergente, decalcificante, devegetativo per serbatoi, pompe, condotte idriche, a base di materie prime per uso alimentare. Formulato in assenza di cloro. Ripulire i serbatoi da eventuali depositi di fondo, qualora sia possibile. A seconda della capienza del serbatoio, immettere 50ml per ogni 20 litri d'acqua, 500ml per 200 litri. Aprite i rubinetti e far defluire acqua e prodotto, evitando la formazione di bolle d'aria. La soluzione ottenuta dovrà rimanere nei serbatoi per almeno 24 ore. Risciacquare. Formato da 500 ml, 5 kg, tel. +39 099/8271746 - +39 099/8272091 - www.blue-marine.it



**Detergente** per vetro e plexiglass Kristal Clean studiato per la pulizia di vetri e plexiglass di imbarcazioni, roulotte, ecc. Ottimo anche per la pulizia giornaliera di mobili, suppellettili in legno, metallo e qualsiasi materiale, formato da 750 g e 5 kg, tel. +39 099/8271746 - +39 099/8272091 - www.blue-marine.it



**Disgregante** per WC Acqua Blue WC Chem ottimo per rifiuti organici e carta igienica, elimina i cattivi odori e riduce l'accumulo dei gas. Modo d'impiego: svitare il tappo e premere la bottiglia fino a ottenere nella vaschetta 75 ml di prodotto, versarlo nel serbatoio aggiungendo 2 l di acqua. Per ogni giorno d'uso del serbatoio, aggiungere 50 ml di prodotto. Non contiene formaldeide. Formato da 1 kg e 5 kg, tel. +39 099/8271746 - +39 099/8272091 - www.blue-marine.it



**Eliche** coppia Solas, inox, nuove, per piede Bravo 2, vendo per errato acquisto, usate solo mezz'ora. Euro 1.200, tel. +39 335/7112954



**Gelcoat** spray ad alto spessore per ritocchi rapidi su vetroresina. Carteggiare la zona da trattare e ripulire accuratamente, stuccare

eventuali imperfezioni e livellare carteggiando la stuccatura. Spruzzare il Gelcoat spray da una distanza di 20 cm e dopo 15 minuti spruzzare la seconda mano. Se necessario, procedere con una terza mano, formato da 500 ml, tel. +39 099/8271746 - +39 099/8272091 - www.blue-marine.it



**Giubbotto di salvataggio** X-PRO 180 N realizzato da SEATEC. Offre massima comodità e sicurezza, anche indossato sopra cerate e abiti da lavoro pesanti. Grazie alla cintura e all'imbracatura regolabile è facilmente indossabile per persone tra 50 e 120 kg di peso. La life-line integrata e la cinghia inguinale rimovibile garantiscono massima sicurezza, mentre il colletto in pile da calore e comodità. La fodera di protezione è chiusa con una zip. Grazie alla finestra di controllo, si può verificare velocemente lo stato dell'innesco automatico, euro 99,95, tel. +39 011/19622026



**Invasatura** per barca o gommone in ferro, molto robusta, con ruote in ferro per facilitare gli spostamenti in aree private o cantiere nautico, adatto per barche tra i 6 e i 10 metri, euro 600, tel. +39 389/0293551



**Moto d'acqua** Sea-Doo RXP 215 con o senza carrello omologato, in perfette condizioni, tel. +39 334/9675073



**Moto d'acqua** Sea-Doo RXT 300 HP, stato eccellente, lucidata e tagliandata al termine di ogni stagione, con 101 ore, 2 giubbotti di salvataggio, telo moto, non necessita di lavori, va solo messa in acqua, euro 10.000, tel. 346/7336327



**Moto d'acqua** Seadoo RXP-XRS 300, anno 2022, ore moto 100 circa, euro 16.500, tel. +39 392/4472381



**Moto d'acqua** Yamaha Wave Runner 800 GP dai bassi consumi. Il motore si trova in perfette condizioni, da poco effettuata la revisione dei carburatori e test di compressione superato con i parametri (quasi) della casa costruttrice, super affidabile, euro 2.700, tel. +39 340/6981205



**Motore** Evinrude e-tec G2 C200PX usato, euro 9.900, tel. +39 0761/612036 - info@nauticafiore.it



**Motore Honda** BF6, usato, anno 2022, ottime condizioni, come nuovo, con ancora, un anno di garanzia ufficiale Honda, euro 1.250, tel. +39 059/798915 - www.montorsisport.com



**Moto d'acqua** Yamaha VX DELUXE anno di acquisto 2016, unico proprietario, ore di navigazione 100, cilindrata 1.050, cavalli 115, omologata tre posti, completo di attrezzatura varia tra cui: telo copertura, 3 giubbotti, caschi e paracolpi. Possibilità carrello traino omologato a parte, euro 8.500, tel. +39 366/3062633



**Motore Johnson** 6 HP, gambo lungo, pochissime ore di navigazione, tagliando effettuato, completo di libretto e serbatoio, euro 800, tel. +39 3475800826



**Moto d'acqua** Seadoo RXP 300 perfetta, 46 ore, euro 20.000, tel. +39 345/0944812



**Motore Mercury** 200 HP CXL benzina, anno 2023, euro 17.500, tel. +39 041/5382523 - info@campellomarine.it

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**Motore Mercury** F40 ELPT EFI Orion prezzo per motore con elica in alluminio, piede lungo, avviamento elettrico guida remota con manetta, System Monitor digitale, cablaggio, indicatore trim, contagiri, power trim, euro 5.700, tel. +39 0761/612036 - info@nauticafiore.it

eccellente per barre in alluminio, barche gonfiabili con scafo morbido, jon, barche di servizio e a vela. Avviamento manuale guida a barra. Programma 5 anni di garanzia con possibilità di finanziare fino all'intero importo in 20 o 30 mesi a tasso zero, euro 1.020, tel. +39 0761/612036 - info@nauticafiore.it



**Motore Mercury** 225 Pro XS, nuovo, motore demo, euro 19.500, tel. +39 041/5382523 - info@campellomarine.it



**Motore Mercury** F2,5 MH, usato, anno 2017, ottime condizioni, euro 650, tel. +39 059/798915 - www.montorsisport.com



**Motore Mercury** F 2,5 MH, peso di appena 17 kg, questo motore compatto e affidabile è una scelta



**Motore Mercury** motore perfetto, sempre mantenuto correttamente, tutto originale, completo di tutti gli accessori, euro 2.200, tel. +39 345/1681155



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**Motore Mercury F20EPT**, come nuovo, 25 ore di uso solo in acqua dolce, avviamento elettrico, trim elettrico, gambo corto, scatola comandi completa, serbatoio nuovo, immatricolato dicembre 2022, garanzia ufficiale per 3 anni, vendo per passaggio a potenza superiore, euro 2.700, tel. +39 335/6693459



**Motore Mercury Verado 6 cilindri**, nuovo, tel. +39 0766/571718 - +39 338/1842947 - cntirreno@libero.it



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**Vendesi posto barca** a Darsena dell'Orologio, 13x4,5 m, solo persone realmente interessate, tel. +39 347/1711354

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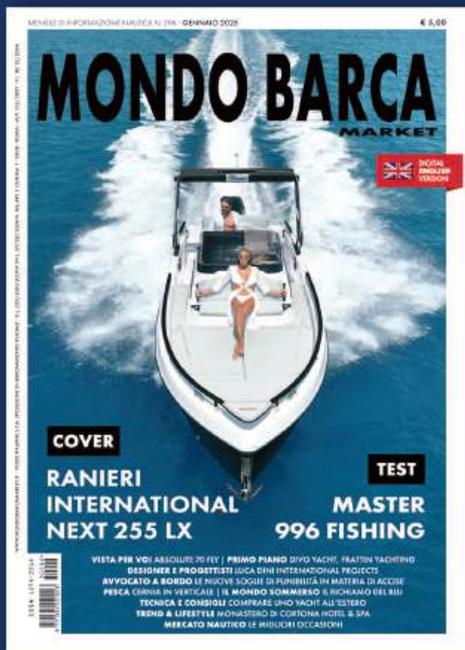
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