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PARDO ENDURANCE 72

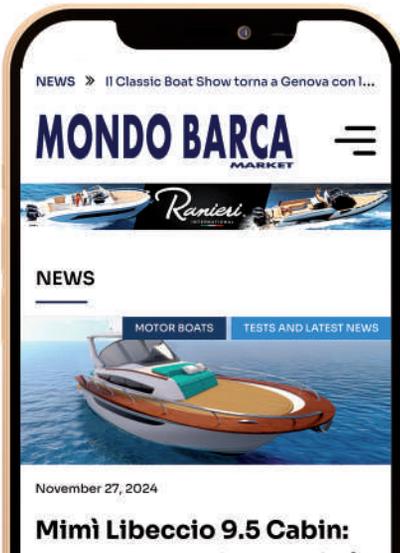
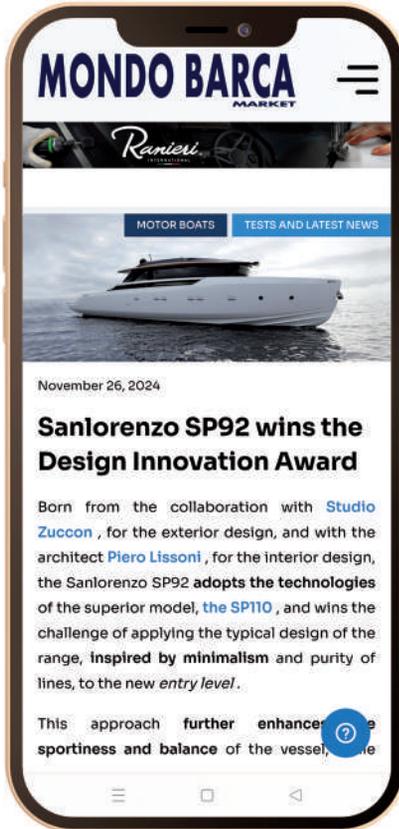
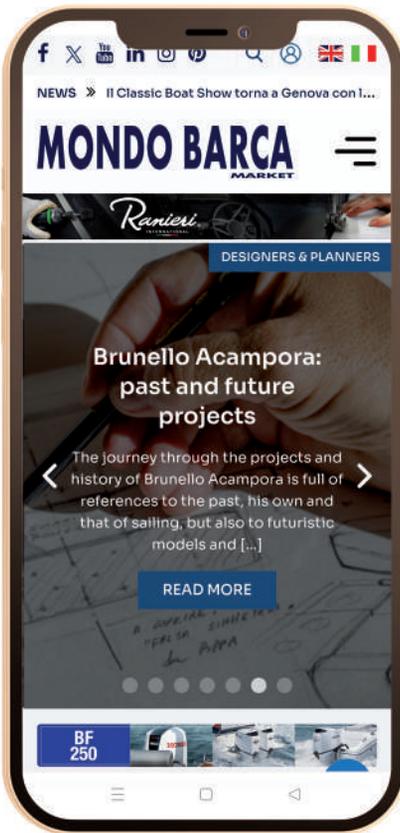


TEST

MASTER 996

**VISTA PER VOI FERRETTI YACHTS 800 | DESIGNER E PROGETTISTI ALEKSANDRA ORESCANIN
AVVOCATO A BORDO MODIFICHE AL REGIME SANZIONATORIO
DELLE CESSIONI INTRACOMUNITARIE | IL MONDO SOMMERSO SCUBA DIVING E FREEDIVING
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EDITORIAL

The Italian nautical sector is experiencing a period of moderate but solid growth, with contrasting signals painting a complex yet fundamentally positive picture.

The recent report “La Nautica in Cifre Monitor – Market Trends 2024/2025”, produced by Confindustria Nautica’s Research Office, analyzes industry data and forecasts, outlining prospects for the near future.

Italian shipbuilding, which has seen an unprecedented boom in exports, continues to maintain a leading global role, particularly in the superyacht segment, which is recording record-breaking figures.

There are 572 units under construction out of a total of 1.138, in a market environment that remains favorable for high-end products. It is no coincidence that this segment retains global leadership, driven by Made in Italy excellence, now synonymous with quality, design, and innovation.

However, there are also challenges. While the superyacht industry thrives, the small boating sector is facing a period of uncertainty. Demand for smaller boats appears to be slowing, with warning signs coming from industry trade shows in the first part of the year and an increasingly evident segmentation between different product categories.

In 2025, 45% of shipyards producing vessels up to 24 meters foresee a stable situation, while 33% fear

a slight contraction, and only 22% are confident in revenue growth.

Moreover, companies must contend with significant economic complexity and a growth trend that is stabilizing. The impact of global challenges, such as high interest rates and international instability, weighs on the market and consumer confidence.

The U.S. market remains crucial for Italian exports, although a slowdown is being felt, further complicated by customs policies and the potential impact of tariffs.

Geopolitical tensions, in fact, could reshape the playing field, generating risks related to costs and supply chains. Despite these challenges, the Italian nautical industry appears capable of weathering the storm, as evidenced by export figures, which reached a record € 4,5 billion in 2024. This achievement places Italy first in the world for recreational boat exports.

In this ever-evolving scenario, the nautical industry remains a pillar of the Italian economy and a global benchmark for excellence and quality. Made in Italy continues to demonstrate its ability to innovate and compete, projecting itself optimistically into the future despite the uncertainties on the horizon.

Happy reading!

A handwritten signature in black ink, appearing to read 'Paolo Pini'.

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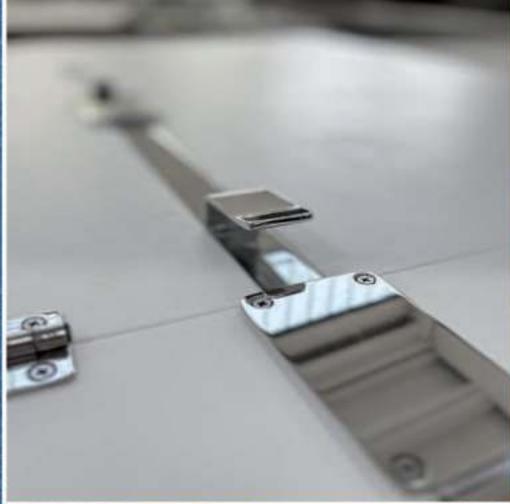
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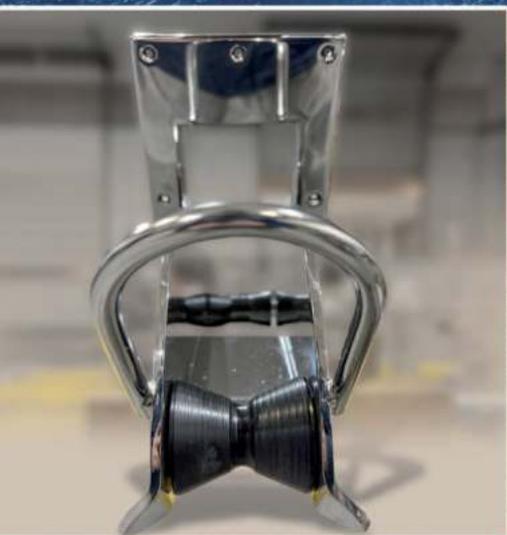
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PARDO ENDURANCE 72

THE LONG-RANGE FLAGSHIP FOR A NEW STANDARD
OF ELEGANCE AND SUSTAINABILITY

by Elisa Annesi



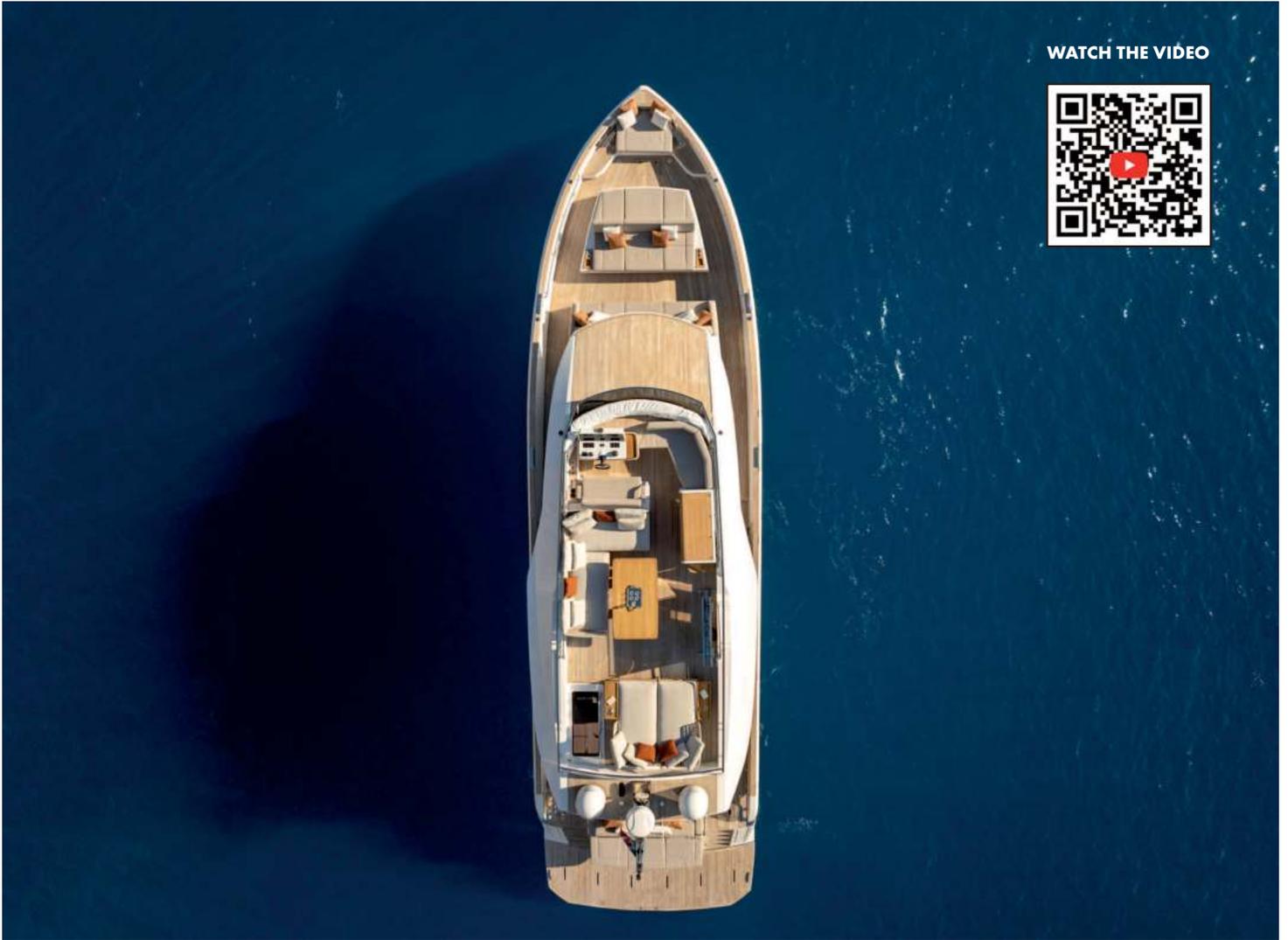


With its distinctive design and eco-friendly performance, the Endurance 72 confirms itself as the new flagship of Pardo Yachts, ready to conquer the international market. After the much-anticipated summer launch, this yacht is finally revealed in all its splendor: making its debut at the Palm Beach International Boat Show 2025, it was met with great enthusiasm from owners and passionate.



As the new flagship of the Endurance range by Pardo Yachts, the Pardo Endurance 72 has already made its mark on the industry and was chosen last summer for a prestigious role: it served as a hospitality yacht for the Luna Rossa Prada Pirelli team during the 37th America's Cup in Barcelona. Its elegance, combined with impeccable performance, caught the attention of both the press and yacht owners. Now, with the release of the official photos, it is possible to fully appreciate its beauty and innovation. The lines of the Endurance 72 are defined by an inverted bow, bold contours, and a sleek superstructure, enhancing its contemporary and dynamic design. The alternating hull windows emphasize movement, while the walkaround deck embodies the design philosophy that seamlessly blends aesthetics with functionality.





WATCH THE VIDEO



FUNCTIONALITY AND COMFORT

The Endurance 72 represents the perfect balance between luxury and functionality, featuring a design that retains the unmistakable family feeling of Pardo Yachts. With elegant lines and refined details, this yacht is designed for long-range cruising. Alongside its predecessor, the Endurance 60, it shares an ultra-high-quality production process and an obsessive attention to detail.

This yacht is crafted for those who seek a perfect synthesis of style, livability, and performance,

without compromise. Additionally, it offers a high degree of customization, focusing on sustainability and fuel efficiency thanks to eco-speed technology.

EXTERIORS: ELEGANT AND PRACTICAL

The exterior spaces of the Endurance 72 have been meticulously designed to provide both comfort and functionality, ensuring an onboard experience that combines the pleasure of cruising with maximum privacy.

At the bow, a spacious sunbathing area, seamlessly integrated

into the yacht's architecture, provides the perfect spot for relaxation, offering a panoramic view of the sea flowing beneath the hull. The ergonomic layout and material selection ensure a space of pure comfort, ideal for peaceful moments while cruising or at anchor.

At the stern, multiple options allow for total relaxation while enjoying the journey.

The "suspended" sunpad invites guests to bask in the sun while admiring the surrounding landscape in an intimate and exclusive atmosphere. Alternatively, the aft dining area is designed to



provide a spacious and convivial setting, featuring a large table and seating arrangement that comfortably accommodates guests. This area easily transforms into a spectacular sea terrace, thanks to dual fold-down bulwarks, expanding the open space to over 40 square meters an exceptionally rare feature for yachts in this category.

This ability to create a vast social area makes the Endurance 72 an ideal choice for those seeking not only outstanding performance but also superior livability. A standout aesthetic and functional feature is the flybridge, extending over an area of 27 square meters, perfect for enjo-

ying panoramic views and sharing moments of conviviality in complete privacy.

The flybridge includes a large dining table for up to eight guests, an L-shaped sofa, a sunpad, and multiple seating areas to ensure comfort at any time of the day. Thoughtfully designed storage compartments keep everything within easy reach without compromising space or aesthetics.

A new addition to the Endurance range, the T-top is equipped with adjustable slats for customizable sun protection, while a retractable or aft-positioned bimini provides additional flexibility based on guest preferences.

The exterior layout is designed for multiple customization options, allowing the owner to tailor the space to their need such as adding an outdoor kitchen or bar to elevate the onboard experience with an extra touch of luxury. These areas, designed for entertainment and relaxation, are perfect for those who wish to enjoy long cruises with friends and family without sacrificing comfort and functionality.

A key highlight of the Endurance 72 is its aft garage, capable of accommodating tenders up to 4 meters in length.

It features an efficient launch-and-retrieval system that simpli-

fies operations, allowing guests to easily engage in water activities, tender excursions, or explorations of secluded coves. This transforms the yacht into the perfect base for all water adventures, delivering an unparalleled level of comfort and practicality.

THE INTERIORS: A NEW ERA BY BURDISSOCAPPONI YACHTS&DESIGN

The interiors of the Endurance 72, the result of a collaboration with the renowned BURDISSOCAPPONI Yachts&Design studio, are a perfect blend of contemporary elegance, functionality, and comfort, following the stylistic principles that have made Pardo Yachts a benchmark in the industry.

Every space has been designed to enhance the shipyard's signature family feeling, while introducing an innovative approach that makes this yacht even more sophisticated and versatile.

The interior décor alternates the warmth of wood, particularly matte gray walnut, with technical materials and modern fabrics. The neutral and light color palette, combined with rust-colored accents, creates a fresh atmosphere that perfectly harmonizes with the exterior.

Matte black finishes, such as faucets and handles, add a sporty and exclusive touch to the environ-

ment. The galley is located aft on the main deck to serve the cockpit area directly, optimizing space and facilitating catering and entertainment operations on board. The centrally positioned dining area features a large table and an open layout that offers breathtaking views of the surroundings, thanks to expansive windows and sliding doors that ensure a seamless transition between indoor and outdoor spaces.

Modern lines and the careful selection of materials make the dining area an inviting place for convivial moments, while the arrangement of the furnishings also creates a perfect corner for relaxation.

Moving forward, the main salon is dominated by a spacious sofa with a chaise lounge and a conversation area overlooking the helm station, creating a sophisticated and relaxing atmosphere.

The helm station itself has been redesigned for a more modern and functional look: a large storage unit with drawers integrates the sofa and the captain's seat, while the dashboard screens are elegantly incorporated into a single panel, enhancing both visibility and overall aesthetics.

The lower deck layout has been designed to ensure maximum privacy. A dual vertical distribution allows separate access to the private areas: a central stair-





case leads to the day head, the owner's suite, and the aft VIP cabin, while another staircase directly accesses the two twin-bed guest cabins.

The owner's suite features a desk with an integrated TV lift, while the entrance/wardrobe area is separated from the sleeping area by a fluid and functional design, creating a spacious and refined environment. The owner's bathroom is a true wellness retreat, with a double vanity and natural lighting streaming through the windows, creating a serene and relaxing ambiance. Glass partitions elegantly separate the shower and WC, enhancing brightness and a sense of openness. The amber-colored glass finish of the doors adds a touch of timeless elegance, while the choice of materials, such as Krypton for the galley countertop and sand-colored resin for the bathrooms, reflects the artisanal quality that defines the entire yacht.

Every space has been designed to optimize both comfort and aesthetics, with technical solutions such as concealed air conditioning vents beneath the ceiling panels and dual-type lighting that creates evocative onboard atmospheres.

LED bars running along the ceiling generate an intermittent design that adds texture to the spaces, while direct spotlights positioned under the ceiling

panels provide targeted lighting to enhance the livability of each area.

EFFICIENCY AND LOW CONSUMPTION

One of the Endurance 72's key strengths is its hull efficiency. With an optimized hull for IPS propulsion and an engine room prepared for hybrid engines, this yacht delivers excellent performance with low fuel consumption.

The "warped" hull design ensures superior dynamic stability even in rough sea conditions.

Additionally, the IPS transmissions allow for precise and effortless maneuvering, even with a reduced crew.

The Endurance 72 introduces the eco-speed parameter, optimizing the balance between consumption, trim, and comfort. Equipped with Volvo IPS 1.350 engines, the yacht reaches eco-speed at 12 knots, with a consumption of 80 liters per hour and a range of 72 hours, equivalent to 900 nautical miles. The fuel and water tank capacities ensure extended autonomy, minimizing the need for frequent refueling.

PARDO ENDURANCE 72



TECHNICAL SPECIFICATIONS

LOA	22 m
Hull length	20,83 m
Displacement	50 t
Maximum beam	5,66 m
Draft	1,70 m
Standard power	Volvo D13 IPS 2x1.050
Optional power	Volvo IPS 2x1.350
Fuel tank	6.000 l
Water tank	1.200 l
Passenger capacity	B16/C20
Interior design	BURDISSOCAPPONI Yachts&Design
Naval architecture	Davide Leone Yacht Design
Concept e construction	Cantiere del Pardo
CE Category	B/C

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FERRETTI YACHTS 800

FOR A CRUISE WITHOUT COMPROMISE



The Ferretti Yachts 800 completes the renewal of the range initiated in 2018. After its presentation at boot Düsseldorf, it is now under construction at the Cattolica shipyard. This innovative yacht is the result of the synergy between the Strategic Product Committee, led by Eng. Piero Ferrari, and the Ferretti Group Engineering Department. With sophisticated design and cutting-edge technological solutions, the Ferretti Yachts 800 is designed to redefine the cruising experience, combining elegance, practicality, and incredible attention to privacy, taking life on board to an unprecedented level.



A CUTTING-EDGE DESIGN

The new yacht measures 24,47 meters in length (also available in a more compact version under 24 meters to comply with French regulations) and has a beam of 5,91 meters.

The exterior design, crafted by architect Filippo Salvetti, blends modern aesthetics with Ferretti's distinctive identity, creating a yacht with a bold appearance, geared towards the future.

"Thanks to the introduction of a new aesthetic approach, particularly evident in the lateral surface treatment", said Filippo Salvetti, "the design of the Ferretti Yachts 800 acquires a strong and functional stylistic trait, elegantly redefining the distribution of spaces between the main deck, helm station, and flybridge".

The flybridge, one of the yacht's



distinctive elements, features lines that gradually taper towards the stern, moving away from the traditional parallelism with the hull and giving the model a perfect balance between dynamism and elegance.

EXTERIORS AND RELAXATION AREAS

The flybridge offers a space of 40

m², one of the largest in its category. Here, the owner can enjoy an outdoor dining area and a bar, furnished with freestanding pieces by Talenti.

The helm station at the bow is designed to ensure maximum comfort and perfect visibility. On the main deck, the living area is separate from the galley, which is fully equipped and directly

connected to the dining area, where an elegant table can accommodate up to eight guests.

At the stern, a dedicated beach club and cockpit area provide generous spaces, enhanced by a glass balustrade that offers breathtaking views.

INTERIORS

The interiors of the Ferretti Yachts 800 are the result of meticulous design work by Ideaeitalia. The design team has focused on a perfect balance between elegance, functionality, and space efficiency, with great attention to material selection.

In particular, the main deck area has been designed to optimize movement flow on board.

An innovative layout provides separate pathways for guests and crew. The crew can access the galley directly from outside and move from the galley to the wheelhouse without interfering with the guests. Access to the helm station is also possible from the corridor, which can be fully closed off to ensure maximum privacy.

The owner's suite offers generous dimensions, featuring an independent dressing area, a vanity zone, and a spacious, comfortable bathroom. Every element of the suite has been conceived to provide the highest levels

WATCH THE VIDEO





of privacy and comfort, with furnishings that create a harmonious and elegant environment.

Ideaitalia's design approach has prioritized space organization that maximizes livability without compromising style. The salon, illuminated by large windows, provides an uninterrupted view of the surroundings, enhancing the sense of continuity between interiors and exteriors. The meticulous arrangement of furnishings optimizes every corner, improving onboard comfort.

The 2-meter-high ceilings and spacious interiors contribute to an even more airy and welcoming atmosphere.

Ideaitalia has proposed two interior furnishing options: Classic, inspired by warm earthy tones, and Contemporary, which evokes the fresh colors of the sea. Both options are characterized by the use of fine woods and refined fabrics, creating timeless stylish environments, perfect for those seeking the

signature elegance of Italian design.

"With the Ferretti Yachts 800, we wanted to bring to life a vision of a yacht projected into the future, without sacrificing the refinement that has always distinguished the brand", continues Ideaitalia. "This is a project that redefines the onboard experience through solutions that blend aesthetics and functionality".

PERFORMANCE AND ENGINES

The Ferretti Yachts 800 is available with two engine options: a pair of MAN V12 1550 mHp, delivering a top speed of 27 knots and a cruising speed of 24 knots, or two more powerful MAN V12 1800 mHp engines, allowing the yacht to reach a top speed of 31 knots and a cruising speed of 27 knots (estimated data).



FERRETTI YACHTS 800



TECHNICAL SPECIFICATIONS

LOA	24,47 m
Maximum beam	5,91 m
Engine	MAN V12 1.550 MAN V12 1.800
Maximum speed	27/31 knots
Cruising speed	24/27 knots
CE Category	A

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MASTER 996

DIAMOND TIP

by Luciano Pau



It is at the pinnacle of Master Gommoni's production, with its nearly ten meters of overall length. Designed for long-range cruising, it also features a small cabin in the console and various solutions for spending the night at anchor or in port. This is the Master 996, which we tested powered by two powerful 300-horsepower V8 Verado engines by Mercury.





The Master featured in our test in this issue is one of the flagship models of the Palermo-based shipyard, which boasts a catalog full of models, including three options with the same dimensions (9,96x3,36 meters), named respectively: 1000, 996 GP, and 996. The Master 996 we are presenting now has already been tested in a different version, the “fishing” one, but the cruising-oriented version differs in part in the deck configuration while maintaining the same hull and base list price.

One of the reasons this “second test” was particularly interesting is that the boat was equipped with two 300 horsepower engines at the stern instead of the pair of 350 horsepower ones used in the previous test. In both cases, they are Mercury Verado outboards, but on the 996 Fishing, we tested the 350 horsepower V10 engines, while now we are testing the 300 horsepower V8 engines. Regarding the descriptive aspects of the boat, it is worth noting that the tube dimensions remain the same in both versions (996 and 996 Fishing), as does the type of rubberized fabric used. It is a Pennel & Flipo 1670 dtex in a cream-colored livery, crafted with a longitudinal cut

and featuring tapered tube diameters (0,64 meters at the stern and 0,54 meters at the bow). Inflation is regulated by six watertight compartments and an equal number of low-profile valves.

We begin the tour at the bow, specifically at the fiberglass forward platform, which includes two retractable cleats, a recessed fairlead, an access compartment for the anchor rode (with the anchor remaining external), and the electric windlass housed inside a central locker, topped with a cushion. From here, an elevated area begins, featuring a single central compartment with a lid supported by a pneumatic piston. The deep interior (following the hull profile) allows for the storage of equipment or onboard supplies. There is also an inspection hatch at the front.

Any water that comes onboard during navigation or swimming is drained aft through a perimeter channel around the lid and a drainage valve located in one corner, then expelled by the bilge pump.

The entire area can be topped with two standard cushions equipped with fasteners, transforming the bow section, side passages, and console into a com-

portable sunbathing area for multiple people.

The central helm console features a front-facing seat with a backrest and side supports, allowing the occupant to remain securely seated even in rough seas. The grip is ensured by two stainless steel grab handles at the base.

To access the sleeping area below, simply lift the hatch, a task easily performed from the console thanks to the standard electro-pneumatic pistons. The interior is efficiently utilized down to the last centimeter. There is a double bed extending towards the bow, leaving space for a sink with a faucet in the corner and a marine toilet. Natural light and ventilation are provided by two side portholes.

Returning outside, on the opposite side of the console, we reach the helm station, which has enough space for optional on-board instrumentation in addition to the standard equipment supplied with the engines.

The standard setup includes an acrylic windscreen with a deflector, a panel with waterproof switches, two stainless steel grab handles for the pilot and co-pilot, a compass, a 7-inch GPS, a stereo, a VHF radio, a central steering wheel, storage compartments, and a footrest.

For the seating, a double bench with a lift-up seat and quilted backrest has been chosen, all mounted on a fiberglass base. This base, at the stern-facing side, can optionally be equipped with a cooktop, a sink with a cut-

ting board, and a 70 liter basket refrigerator, making the boat fully self-sufficient for leisure use.

At the stern, the typical convertible dinette solution is featured. By raising or lowering a central platform with its cushion, the area can be used as a dining space (with the table raised), a seating area utilizing the U-shaped cushions, or a sunbathing space, by aligning the table flush with the surrounding cushions. A series of under-seat lockers keeps everything organized and within reach.

The stern sofa is framed by a fiberglass structure that accommodates both the standard roll bar, already equipped with lights and a sunshade in the 699 version (though a foldable version is





also available), and a raised platform in front of the engines, protecting and concealing the tubing and cables connecting the engines to the boat.

The standard setup is completed with fuel and water fill ports, a shower system, and two stern platforms shaped to wrap around the tube ends. One of these platforms is equipped with a retractable swim ladder and a grab handle.

For those seeking additional customization, the shipyard's optional equipment list offers various choices, including protective covers, synthetic teak flooring for the platforms and bow pulpit or the entire deck, carbon tubes with black, ivory, or gray

gelcoat, and an upgraded hydraulic steering kit for twin-engine configurations.

THE NAVIGATION TEST

As mentioned at the beginning of the article, the choice of engines for the Master 996 test fell on a pair of 300 horsepower Mercury Verado V8 outboards. However, it is worth noting that the RIB is approved for a maximum power of 700 horsepower. These are powerful and generous engines, featuring a 4,6 liter displacement and a V-configuration with 8 cylinders set at a 64° angle. They offer outstanding performance and responsiveness while maintaining low fuel consumption, making long journeys possible

without the anxiety of frequent refueling. The outboards are equipped with SmartCraft DTS technology, with electronic fuel injection (EFI) featuring Advanced Range Optimization. Meanwhile, the Electro-hydraulic power steering system ensures optimal maneuverability both in port and while underway. The test engines are fitted with 19" pitch Enertia Eco propellers. Since I had also tested the Fishing version (already published in the January 2025 issue), I wanted to compare its performance with the data collected from this version of the RIB. The 996 Fishing was powered by a pair of 350 horsepower V10 Mercury Verado engines.

However, I must say that the 100 horsepower difference is hardly noticeable. In the end, the minimum planing speed of the cruiser is slightly lower (11,5 knots at 2.000 rpm versus 12,2 knots at 2.200 rpm for the Fishing), while at 3.000 and 3.500 rpm, the cruiser actually gains a few knots (22,6 and 29 knots) compared to the Fishing version (18 and 25 knots). These values stabilize at around 4.500 rpm (37,5 knots for the cruiser and 36 knots for the Fishing), reaching a peak of 53 knots at 6.000 rpm with the cruiser and 52 knots at 6.200 rpm with the Fishing.

It's true that the hull of the 996 Fishing was dirty, affecting its top performance, but the differences remain minimal. The real gap emerges when looking at fuel consumption. Starting at 4.500 rpm, despite the slightly higher speed (1.5 knots more), the 300 horsepower V8s consume less fuel: 92 liters per hour in total, compared to 130 liters per hour for the 350 horsepower V10s. This difference continues at higher rpm, reaching its peak at full throttle. At 6.200 rpm with the 350 horsepower Verado V10s, we consumed 230 liters per hour, whereas with the 300 horsepower Verado V8s at 6.000 rpm, consumption was 186 liters per hour. That's a 44 liter-per-hour difference, which can significantly impact both range and running costs.

Of course, these are mechanically different engines, starting with the number of cylinders (10 vs. 8), different displace-





ments (5.700 cc vs. 4.600 cc), and weight (316 kg per V10 engine vs. 272 kg per V8 engine). It's also true that the fully equipped Fishing version was heavier overall than the cruiser. However, for those looking to save some money at the time of purchase, this test suggests that opting for slightly lower horsepower still delivers similar performance with added fuel efficiency.

Additionally, if needed, it's worth knowing that installing 600 horsepower instead of the maximum 700 allows for two extra passengers on board. According to certification, the maximum capacity is 20 people with 700 horsepower, whereas with 600 horsepower, it increases to 22 people, another interesting detail.

With all these considerations in mind, it's time to clip on the safety lanyard and put the boat to the test! The onboard loads include approximately 250 liters of fuel and a full 107 liter freshwater tank. There are two of us on board, navigating on choppy seas with a breeze and a partly

cloudy sky. The power of the engines is evident with every acceleration, even when already running at 3.500-4.000 rpm. The rapid bursts of speed press me into the backrest of my stand-up seat, which I use for a better field of view.

I execute some turns at 5.000 rpm, exceeding 40 knots, experiencing excellent stability and grip, which instills a reassuring sense of full control. Repeating the same maneuvers at over 45 knots yields the same results. The hull's performance on the water is smooth, thanks to its sleek design, pronounced sheer line, and two spray deflectors along the bottom, one running almost the entire length and the other extending just past mid-ship.

The Master 996 is an exciting boat to pilot, and even when pushing to its top speed, 48 knots at 5.800 rpm with the trim fully down, or 53 knots with the trim raised to 80% at 6.000 rpm, I never feel out of control. That said, I must emphasize once again

that running at 53 knots offshore is comparable to driving an off-road vehicle at 100 km/h on a dirt road, requiring experience to anticipate the unpredictable conditions that waves can generate. Now, I just need to find out how long it takes the RIB to get on plane from a standstill. The result comes in no time at all, just 3 seconds to reach planing attitude, which the boat can maintain down to 2.000 rpm and 11,5 knots.

MASTER 996

TECHNICAL SPECIFICATIONS

LOA	9,96 m
Certified length	8,56 m
Beam overall	3,36 m
Internal width	2,10 m
Tube diameter	0,64/0,54 m
Watertight chambers	6
Weight without engines	1.810 kg
Passenger capacity	22 in B e 20 in C
Berths	2
Maximum power	700 HP
Fuel tank	420 l with blower
Water tank	107 l
Tube	1670 dtex Trevira/Hypalon and Neoprene Orca by Pennel & Flipo
CE Category	B - C
Hull price + stand. equipment	€ 109.600,00 + VAT

MERCURY VERADO V8 300 HP ENGINE

Type	4-Stroke DOHC 32 valves
Power	300 HP
Cylinders	8 a V 64°
RPM	5.200 – 6.000 rpm
Displacement	4.600 cc
Bore x stroke	92x86 mm
Alternator	12V 150 A
Weight	272 kg
Gear ratio	1,85:1

EQUIPMENT

STANDARD

Two fiberglass swim platforms with retractable stainless steel ladder; Fully equipped sleeping area under the console with bathroom unit including sink, lighting, interior cushions, toilet, and indoor shower; Gas extractor; Electric actuators for console hatch opening; Compass; Console equipped with windshield; Handrail; Complete set of cushions; Shower with 107 liter rigid water tank; Retractable electro-hydraulic table pedestal; Electric inflator; 7" GPS; Shore power system; Fiberglass anchor roller with fairlead; Porthole; Control panel; Automatic bilge pump; Stereo system with four speakers; Roll bar with sunshade and navigation lights; Adjustable lumbar seat; 420 liter fuel tank with blower; Storage pockets with USB socket; Retractable stainless steel sunshade; Horn; Electric windlass with 50 meters of chain; Fixed VHF radio; Steering wheel.

CONDITION ON TEST

Location	Palermo
People on board	2
Water and sea condition	Overcast sky, slightly choppy sea, light breeze
Fuel volume on board	250 l
Water volume on board	107 l

ENGINE

Outboard	2x300 HP Mercury Verado V8
Propeller	3 pale in acciaio Enertia Eco, passo 19"

CRUISING SPEED

29 | **3.500** | **55**
knots | rpm | l/h

NAVIGATION DATA

RPM	SPEED knots	CONSUMPTION l/h	TRIM %
1.000	5	9,6	0
1.500	7,6	16	0
2.000	11,5	26	0
2.500	16,5	30	0
3.000	22,6	42	0
3.500	29	55	0
4.000	33	72	0
4.500	37,5	92	0
5.000	41	132	0
5.500	46	168	0
5.800	48	186	0
6.000	53	186	80

SHIPYARD

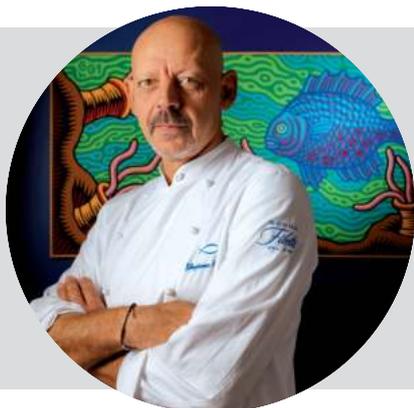
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GIANFRANCO PASCUCCI

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Difficulty: easy



Preparation: 15 minutes



Serves: 1 person

INGREDIENTS

Purple shrimp: 4

Oil, salt, pepper: to taste

Sea fennel: 2 sprigs

Shallot: 1, split in half

Black pepper: 5 crushed grains

Cognac: 1 tablespoon

Butter: 1 knob

Lemon: juice of half a lemon

Anchovies: a teaspoon of anchovy sauce

PREPARATION

Peel the purple shrimp, keeping the tail and head intact. Season them with a drizzle of oil, pepper, and salt. In a pan, sweat the shallot and sea fennel in oil. Add the shrimp and cook for about a minute, then flip them. Add the butter and a bit of anchovy sauce.

Flambé the dish by raising the heat and pouring in the cognac.

Remove the shrimp from the pan and, in the same pan, emulsify the cooking liquid with lemon juice, adding black pepper for fragrance.

Arrange the shrimp and sea fennel on a serving dish and dress with the prepared emulsion.

The purple shrimp differs from the red shrimp in its more delicate flavor. The juice from the heads resembles white truffle and woodland aromas. A quick cooking process will highlight all its unique characteristics. This is a simple, quick, and easy-to-make recipe.

The sea fennel, typical of the Mediterranean coasts, adds freshness and flavor. The anchovy sauce adds a sea-like saltiness, while the emulsion of butter, cognac, and lemon contributes to the success of a refined dish.



SCUBA DIVING E FREEDIVING

DISCIPLINES IN COMPARISON: TECHNIQUES AND MEDITATIVE APPROACHES TO UNDERSTAND YOURSELF AND YOUR PERFORMANCE

by Greta Ferrari

There is a place where time slows down, sounds dissolve, and the body becomes a tool to connect with the immensity of the sea.

I am talking about the submerged world, a world that requires specific keys to be explored.

A unique, special place, but one that does not belong to us, in which we must enter with great care and respect.

There are two disciplines as extraordinary as they are different from each other that can offer us the techniques and the opportunity to discover the depths of the sea: scuba diving and freediving.



SCUBA DIVING: TIME TO OBSERVE

Scuba diving, or diving with a self-contained underwater breathing apparatus (scuba), is an invitation to slow down and observe. Equipped with tanks and technical gear, divers enter a universe that seems suspended, where each breath marks the passage of time.

The experience of scuba diving is almost meditative: the regularity of breathing through the regulator keeps you in the present moment.

It is a slow dance with gravity, where the body moves gently among schools of fish, corals, and light. Each dive tells a story and carries emotions and perceptions unique to each individual. Those who practice scuba diving often describe a sense of security provided by the equipment: a constant support that allows for prolonged immersion and exploration of greater depths. But

beyond the technical aspect, there is the feeling of being part of a larger ecosystem, an exploration both outward and inward.

FREEDIVING: THE SILENCE OF THE SOUL

Freediving, on the other hand, is a dive into oneself. With a single breath, the freediver descends into the depths like a respectful, almost invisible guest.

This discipline is not just about physical performance; it is a meditative journey.

Breathing becomes the center of everything, a ritual that prepares the body and mind. By holding the breath, every second underwater is amplified. There is the heartbeat slowing down, the absence of artificial noise, and the feeling of total fusion with the marine environment.

Freediving is pure freedom, but it is also a personal challenge: it is knowledge of one's limits, introspection, and respect, not only

for the sea but also for one's body and its signals.

TWO PATHS, ONE GOAL

There is no right or wrong choice between scuba diving and freediving. Both disciplines represent different ways of immersing oneself in the vastness of the sea and, at the same time, discovering oneself. While scuba diving invites you to stop, observe, and explore for long periods, freediving pushes you to connect more with your mind and embrace inner silence.

Both offer a sense of deep connection: with the sea, with marine life, and with oneself.

Whether you are an experienced sea lover or someone dreaming of approaching this world, diving can change your relationship with nature and with yourself.

The sea is there, waiting. All you have to do is dive in.



FROM TROLLING TO CONTROLLED DRIFTING WITH LIVE BAIT

by Manuel Carillo (Manuel BluTuna)

When I started practicing trolling with live bait in 1988 with my father and Alberto, there was none of the technology we have today (CHIRP sonar, detailed nautical charts, underwater cameras, bow electric motors, etc.), and we navigated with bearings from the land, carefully keeping paper nautical charts with some secret spots in the console drawer of the boat.

MANUEL CARILLO

Energy engineer, FIPSAS fishing guide, with a deep passion and years of experience in fishing, the nautical sector, and onboard electronics. He collaborates as a brand ambassador and testimonial with companies in the fishing and onboard instrumentation industries. He writes for several national and international magazines, focusing on fishing and boating.

Known on social media as “Manuel BluTuna”.

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Facebook: @manuelblutunafishing

YouTube: @manuelblutuna

TikTok: @manuelblutunafishing



Over the last 30 years, with the powerful spread of technology in the fishing and boating world, there has been a radical revolution in the approach to the “classic” live bait trolling technique with the introduction of some very interesting variations. After the use of underwater cameras, for many anglers, including myself, a new way of interpreting live bait trolling has opened up.

In fact, in the first videos I made, I was amazed by the fact that I could witness very unique hunting situations, where snapper followed, for endless minutes, a large cephalopod, perfectly trolled at the right speed and carefully rigged with a thin leader without showing any sign of attacking.

In these situations, if we see nice predator marks on our chartplotter without being able to trigger strikes, to increase our chances of a strike, it is advisable to change the strategy and perform a pass with a more vertical approach, like bottom fishing or con-

trolled drifting with live bait. To make effective passes with our baits at the most interesting spots on the reef, I recommend studying the spot’s layout well, possibly helping with features for creating custom maps, such as the Quickdraw functionality with Garmin equipment, to then create the most profitable route by passing through the marks with the help of a modern bow electric motor or a classic auxiliary stern motor.

Vertical fishing with live baits, especially bottom fishing or controlled drifting with live bait, can be interpreted with at least three types of terminal rigs: one classic derived from live bait trolling and two more modern using artificial lures like zoka balls or tai rubber. The “classic” terminal rig is derived from live bait trolling, with two, at most three hooks sunk with a sinker of the chosen weight depending on the fishing depth and current.

The terminal rig, about 3 meters long, will have two hooks, a trolling hook and a ferrante beck

hook, for larger baits like cephalopods (cuttlefish and squid), or alternatively, a single hook for small baitfish like sardines or mackerel.

It will be made with high-quality fluorocarbon with diameters ranging from 0,60 upwards, depending on the depth of the spots, the baits used, and the target species.

Upstream of the sinker, we will use about 6-7 meters of pre-rigging with 0.60 fluorine or nylon. The second type of rigging involves using zoka balls instead of the sinker. Zoka balls are sinkers with a large hook fused inside the lead.

These types of lures have two small rings: one to attach the pre-rigging and the other to connect about 40 centimeters of 150 pound braid to which two ferrante beck hooks of varying sizes (4/0 to 6/0) are attached, depending on the bait size and the target species.

Another variant of the rigging can be made using a drilled sinker, like a tai rubber artificial



lure, in which the sliding terminal passes through. The weight of the lures we can use ranges between 150 and 350 grams, depending on the current and the fishing depths.

In the case of fishing with “classic” live bait trolling rigs, we will use classic live bait trolling rods with a weight range between 10 and 20 pounds, 190 to 210 cm in length, with a sensitive tip action, matched with a high-quality reel with smooth drag discs and a max drag of around 20 pounds.

We will use a PE 2,5 braid of about 40-50 pounds with a diameter of around 0,25-0,30.

For the second type of rigging with lures like zoka balls, we will opt for vertical fishing rods with a

casting range of at least 100-200 grams and a length of at least 6,8”.

To this rod, we will pair a good spinning reel with a left-hand handle and a drag of at least 20 pounds, on which we will spool 300 meters of high-quality PE 2,5 braid, to which we will attach a terminal piece of about 5-7 meters of excellent fluorocarbon, with a diameter of at least 0,55, depending on the depths and the type of target species.

3D PRINTING REVOLUTIONIZES BOATING: THE FIRST FUNCTIONAL MONOLITHIC BOAT

The first functional monolithic boat has been created, a 6-meter catamaran 3D printed, thanks to the collaboration between V2 Group and Caracol AM, who used advanced 3D printing robotic technologies to create a scalable and industrializable product. The project marks an important step toward sustainability and efficiency in the nautical sector, minimizing waste and allowing for the customization of boats. The approach studied in every phase of production paves the way for future industrialization of 3D printing in the sector, with positive impacts on production times, costs, and sustainability.



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CARATTERISTICHE TECNICHE TECHNICAL FEATURES CARACTÉRISTIQUES TECHNIQUES

LUNGHEZZA length - longueur	6.75 mt	
LARGHEZZA width - largeur	2.45 mt	
PESO weight - poids	900 kg	
MOTORE engine - motorisation	1\2 FB	
POTENZA MINIMA minimum power - puissance min	150 hp	
POTENZA MAX max power - puissance max	300 HP	
GAMBO MOTORE shaft length - arbre	1 XL 2 L	
SERBATOIO CARBURANTE fuel tank - gasoline reservoir	240 lt Standard	
SERBATOIO ACQUA water tank - eau reservoir	90 lt Standard	
PORTATA PERSONE people capacity - passages	12	
VASCA VIVO Living Tank - Vivier	1 - 2	
VASCA PESCATO Fish Tank - Reservoir de pêche	2	
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MAIORA M|36: THE FIRST YACHT OF THE M LINE



MAIORA, part of the Next Yacht Group, has unveiled the project for the Maiora M|36, the first yacht of the new M line, marking a turning point in the history of the shipyard. This vessel combines timeless elegance and innovative design that optimizes every space to guarantee maximum comfort, while maintaining the identity that has distinguished the brand for over fifty years. The design is inspired by marine elements, with soft curves and continuous surfaces that create a sense of well-being. The Maiora M|36 is 37 meters long and 8,20 meters wide, developed over three decks, with five cabins to accommodate up to 12 people. The owner's suite is located on the main deck, while the four guest suites are situated on the lower deck. This yacht is the result of collaboration between MAIORA, the Quartostile studio, known for its expertise in yachting and automotive design, and Acube Design, which has been active in naval architecture for over 20 years.

“Our goal was not simply to design the lines of a yacht, but to chart a new chapter, establishing features and concepts that could be applied across different sizes and become a reference for the future of the brand. Behind this vision is an approach that goes beyond the simple creation of shapes: a design process based on close collaboration with the shipyard's teams, refining every stylistic solution through advanced engineering. Every curve, every surface, every detail is meant to express our belief that design is a language capable of evoking emotions and turning navigation into a one-of-a-kind experience”, said the Quartostile studio.

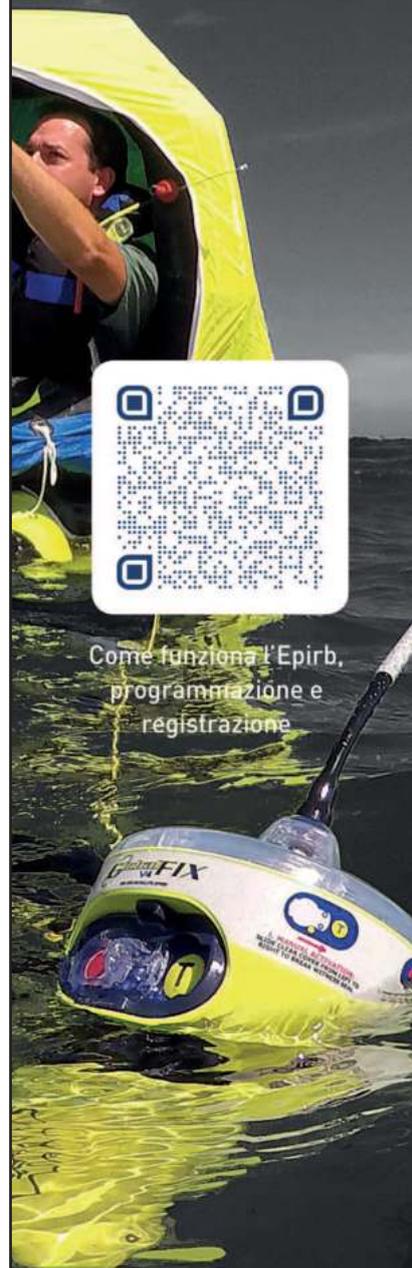
The interiors, developed by Acube Design in collaboration with the MAIORA Style Centre, focus on simplicity and naturalness, using fluid forms and natural materials to create harmonious and relaxing spaces. The construction of the first unit of the Maiora M|36 will take place in Viareggio, at the prestigious shipyard, which has eight dedicated stations for yacht construction. The vessel is expected to be ready to sail in the summer of 2026.

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SACS TECNORIB LAUNCHES THE NEW PIRELLI TENDER X430 AND THE PIT LANE VERSION

Sacs Tecnorib presented the new PIRELLI Tender X430 at Boot Düsseldorf 2025, expanding its well-known range of PIRELLI Tenders. The model, designed by Italian designer Christian Grande, joins the X350 and X400 with elegance, innovation, and a strong sporty character inspired by the brand's DNA. The PIRELLI Tender X430 is designed for yachts over 20 meters in length and stands out with its wide and comfortable bow, a rubber strip reminiscent of the tread of the CINTURATO™ Blue Full Wet, and a 130 horsepower BRP Rotax Jet Drive engine. Among its most innovative features is a foldable backrest that transforms the stern area into a sunbathing platform, seating for up to seven people, and numerous accessories, including a removable steering wheel and a wakeboard holder.

Additionally, the PIT LANE version was presented, a customization that pays tribute to motorsport and Pirelli tire design, with a full black livery and red, yellow, or white details inspired by the rubber compounds of racing tires. With the debut of the X430 and the announcement of the upcoming X460, Sacs Tecnorib reaffirms its commitment to redefining design and performance standards in the world of nautical tenders, aiming to satisfy an increasingly demanding market.

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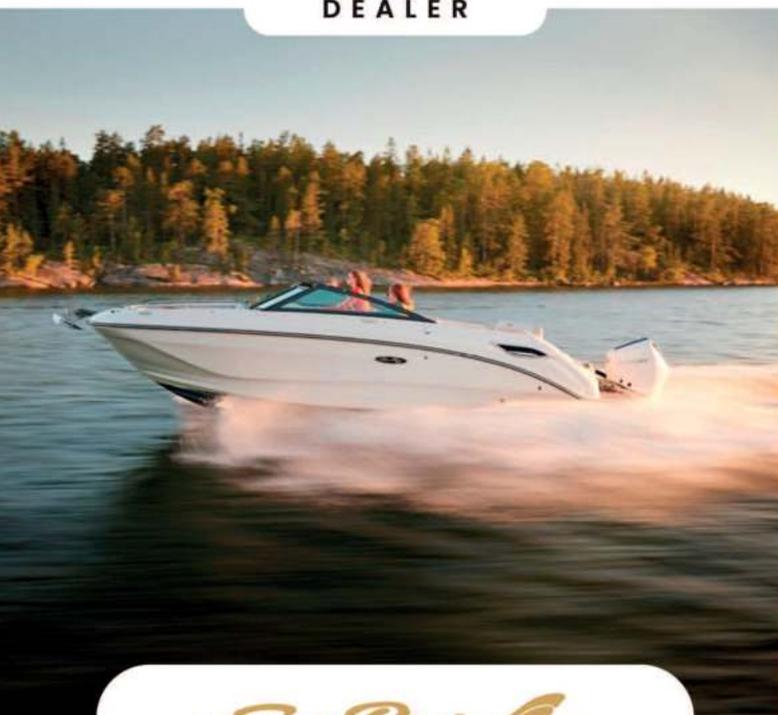
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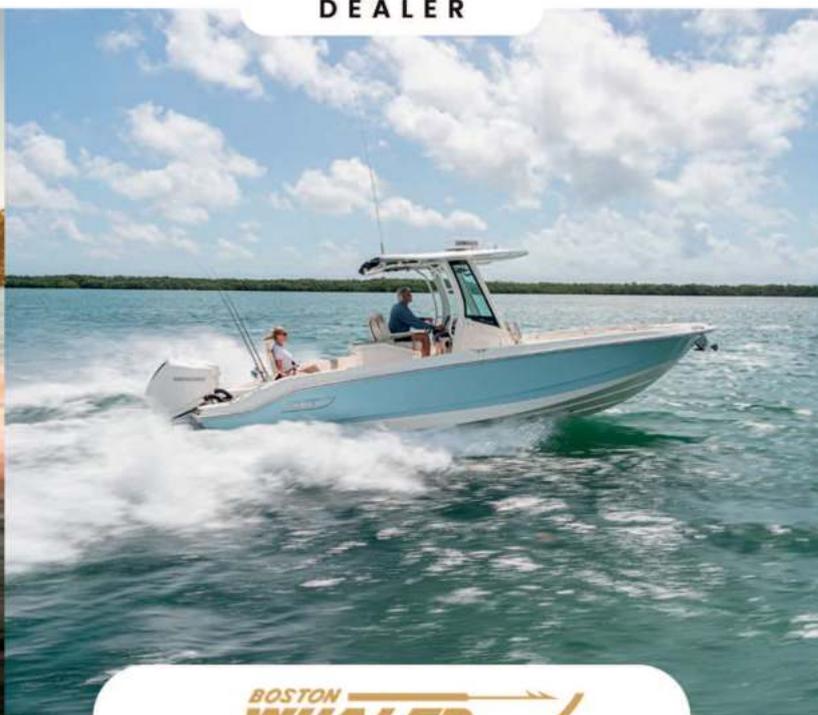
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Gruppo Boero, a leading company in the field of paints for construction and yachting, announces the opening of Gruppo Boero Academy, an advanced training center designed to improve the skills of professionals and organizations in the building, architecture, and yachting sectors.

The Academy offers a comprehensive training program that includes both theoretical and practical sessions, focusing on management training and practical solutions for the relevant industries.

The main goal is to provide participants with tools to develop more sustainable, efficient, and safe projects, aiming to generate value not only for companies but also for the community. The programs will take place both in classrooms at the Gruppo Boero Academy in Rivalta Scrivia (AL) and online, with particular attention to the quality and relevance of the content.

Gruppo Boero Academy is inspired by the Group's values, including passion, performance, and a commitment to "Positive Impact".

The aim is to promote a positive impact on the environment, people, and the territory through its training offerings.

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INVICTUS TT550: THE EVOLUTION OF THE TT RANGE



After the great success of the Invictus TT460, Cantieri Aschenez presents a new evolution of its famous TT range: the Invictus TT550, which now serves as the flagship alongside the ST550. Thanks to the collaboration with designer Christian Grande, the Invictus TT550 is a vessel that, with its 16.87 meters in length and 5.04 meters in width, not only impresses with its size but also with its innovative design and use of space.

“Invictus TT550 was born from the desire of those owners who, admiring the beauty of the smaller TT460, envisioned, even before us, recreating that style and those shapes in a larger model. A boat that would enhance the distinctive features of the range, amplifying the brand’s ability to optimize space and harmonize new materials and colors for a unique navigation experience”, said Rosario Alcaro, General Manager of Invictus Yacht.

The Invictus TT550 is designed to enhance outdoor spaces: the folding side terraces expand the cockpit and offer direct views of the sea, creating a 360-degree navigation experience. The semi-reverse bow, large carbon fiber hardtop, and bow lounge area with a carbon fiber sunshade ensure an exclusive and versatile atmosphere, perfect both day and night.

The interiors are luxuriously finished, with two cabins (master and VIP) arranged at the owner’s preference, either forward or amidships, and two bathrooms. The central area allows for configuring a third cabin or a living area. Additionally, there is a crew cabin for added comfort.

The interiors are designed to maximize comfort and customization possibilities onboard. The engine is powered by a pair of Volvo Penta IPS engines up to the IPS950 version, ensuring high performance and smooth navigation even in difficult conditions. The global debut is scheduled for the Cannes Yachting Festival 2025.

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THE “ASILO PICCO” IS REBORN: A NEW EDUCATIONAL HUB IN AVIGLIANA

The Azimut|Benetti Group announced that the Paolo Vitelli Foundation, created by Giovanna Vitelli in memory of her father Paolo, has begun the renovation work of the historic “Asilo Picco”.

The project, which began with the laying of the first stone on Tuesday, March 11, in Avigliana (Turin), will transform the nursery into a modern Educational Hub for children aged 3 months to 6 years. Strongly supported by the Foundation and carried out in collaboration with the school and the Municipality of Avigliana, the project aims to breathe new life into this important educational institution for young children.

The school, which has been active since 1871 and was recently at risk of closure, will be completely renovated with the Foundation’s funding. The new Educational Hub will welcome children from the local community and children of Azimut Yachts employees. Among the innovations, the spaces will be redesigned, furniture will be renovated, and a teaching garden will be created.

The project aims to provide a stimulating, safe, and welcoming environment for children’s learning, integrating modern pedagogical practices that foster development through play and exploration.

The renovation work is expected to be completed by summer to welcome students in September 2025.



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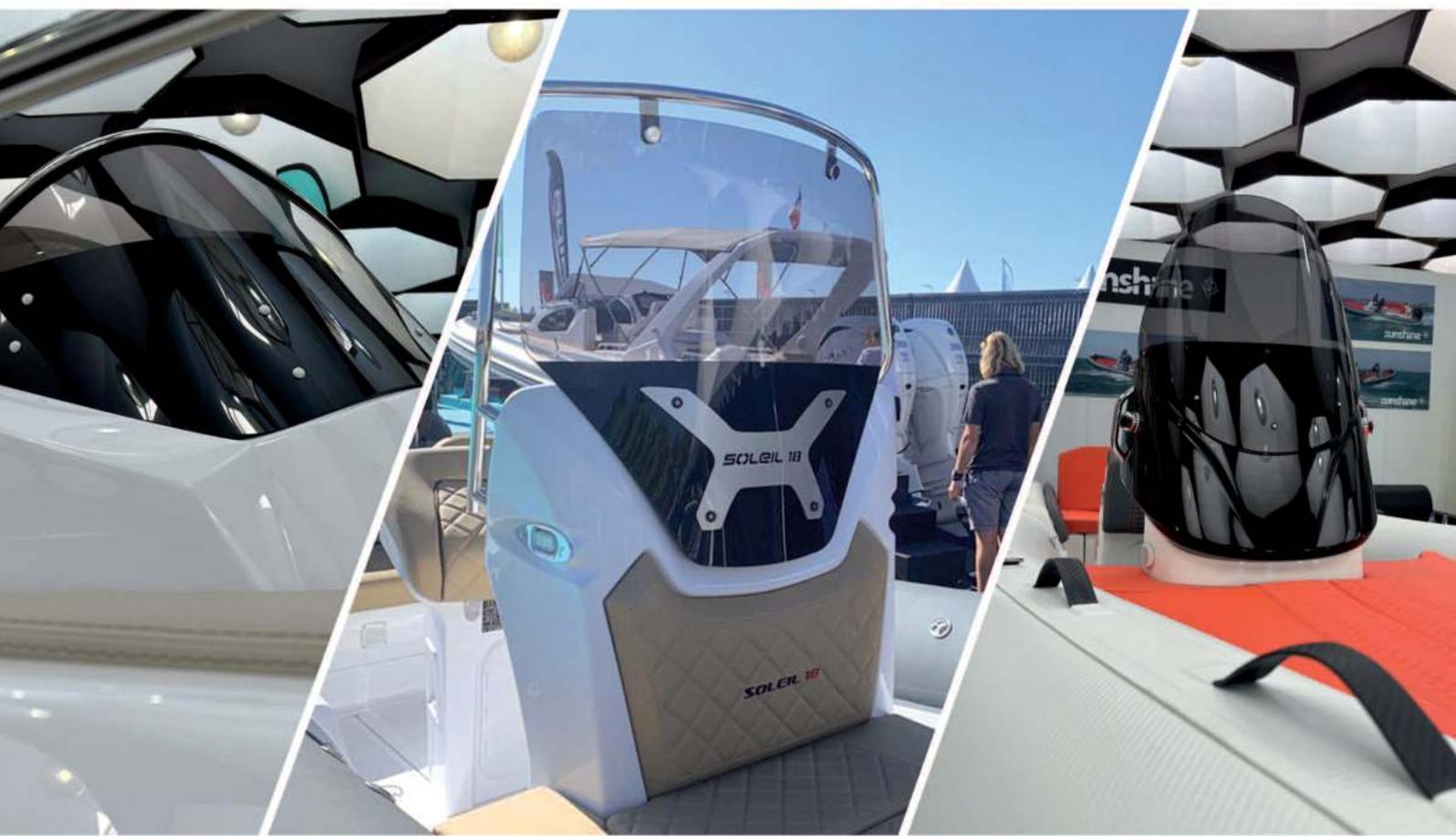
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DIVA, LINUS E IDEA: ITALVIPLA'S NOVELTIES FOR 2025



In the 2025 season, Italvipla proudly celebrates its 60th anniversary, a milestone achieved with passion and determination by a family-run business now in its third generation. At the recent Genoa International Boat Show, the company presented three new additions for nautical furnishings: DIVA, a stunning cotton terry fabric with a pleasantly textured finish, available in a palette of 12 elegant colors treated to resist fading from sun exposure and saltwater; LINUS, a soft vinyl fabric with a pleasant linen-like appearance; and finally, IDEA, an eco-leather that, just months after its introduction, has already exceeded expectations in terms of success. With IDEA, offered in 130 colors, all available in stock, Italvipla strongly reaffirmed its presence and market position by offering customers a product

with an elegant and timeless texture similar to genuine leather. Among its many features are a wide selection of colors, high quality, full fire reaction certifications, compliance with European environmental standards, excellent durability, ease of maintenance and cleaning, as well as suitability for both indoor and outdoor use across a wide range of applications. IDEA can be used in nautical, residential, contract, automotive, public spaces, offices, gyms, and more. In addition to these new offerings, which further enrich an already extensive collection, it's worth noting the numerous services provided by Italvipla, such as the option to choose from 21 different high-frequency quilting patterns, which can also be produced in small quantities and in just 4-5 working days. Other services include roll cut-

ting into strips of various sizes, decorative stitching on full rolls (developed on large sizes), and the application of foam to the back of fabrics and eco-leathers, making them especially suitable for covering walls and ceilings. To complete the offer, a full range of fabrics for waterproof covers, shading nets, and a line of accessories and tools for upholstery packaging and assembly is available. A network of agents and resellers supports customers nationwide and abroad.

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MAN HAS EXPLORED ONLY 5% OF THE OCEANS



Oceans cover about 71% of the Earth’s surface, but surprisingly, man has explored only a small part of these vast water expanses.

Scientists estimate that only 5% of the oceans have been thoroughly explored, meaning that there are still vast marine territories that remain mysterious and unknown.

Submarine analysis indeed presents huge technical difficulties and environmental challenges.

However, technology is making rapid progress, and the future of ocean monitoring looks promising.

Underwater robots, equipped with artificial intelligence, and advanced propulsion submarines are making ocean exploration more accessible and safer. The introduction of new techniques, such as 3D mapping of the seabed and the use of advanced sonar, promises to greatly enhance our understanding of the oceans in the coming decades.

THE MANDARIN FISH IS ONE OF THE MOST COLORFUL SPECIES IN THE SEA



Native to the Pacific Ocean, the mandarin fish (*Synchiropus splendidus*) is known for its incredible variety of vivid colors, including electric blue, emerald green, and golden yellow, as well as its geometric patterns.

These colors serve not only to attract mates during courtship but also as a defense mechanism against predators, making the fish appear larger and more threatening.

Despite its bright coloring, the mandarin fish can camouflage itself among the corals, using fluorescent shades to blend in with its surroundings.

Measuring about 7 cm in length, this species is agile and moves easily among coral reefs.

However, its popularity in aquariums has raised concerns about its conservation in the wild, due to the risk of over-harvesting and the challenges of maintaining it in artificial environments.



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CHANGES TO THE SANCTIONING REGIME FOR INTRA-COMMUNITY SALES

by Att. Massimo Fabio and Att. Giulia Ripa

In case of failure to demonstrate the delivery of goods in an intra-EU transaction, specific sanctions are foreseen. It is therefore necessary that – even in the buying and selling of boats between shipyards and distributors – each operator defines an appropriate procedure to comply with the new evidence requirements. Article 7, paragraph 1, of Legislative Decree no. 471/1997, as amended by Legislative Decree no. 87/2024, introduces a specific sanction in the event that an intra-Community sale, under Article 41, paragraph 1, letter a) of Decree-Law no. 331/1993, is not completed within 90 days of delivery to the purchaser or a third party, unless the irregularity is remedied within the following 30 days.



According to this provision, “Anyone who carries out sales of goods without tax charge, under Article 8, first paragraph, letters b) and b-bis) of the Decree of the President of the Republic of October 26, 1972, no. 633, related to exports, shall be subject to an administrative penalty of 50% of the tax, if the transport or shipment outside the European Union does not occur within the prescribed time.

The same penalty applies to those who carry out sales of goods without tax charge, under Article 41, paragraph 1, letter a), of Decree-Law no. 331/1993, converted with amendments by Law no. 427/1993, if the goods are transported to another Member State by the purchaser or a third party on their behalf, and the goods are not received in that State within ninety days from delivery.

The penalty mentioned in the previous paragraphs does not apply if, within the following thirty days, the tax is paid after regularizing the invoice”.

As stated in the explanatory report of Legislative Decree no. 87/2024, the 50% penalty was established for intra-community transactions to align the sanctioning regime for these transactions with that prescribed for export sales.

By express legislative provision, the new sanctioning regime applies to violations committed starting from September 1, 2024 (cf. Article 5 of Legislative Decree no. 87/2024, which introduced this new regulation). Regarding the identification of intra-Community sales subject to the new sanctioning regime under Article 7, paragraph 1 of Legislative Decree no. 471/97, the instructions provided by the Revenue Agency in response to inquiry no. 236 of 2024 are relevant. It clarified that, for this purpose, reference must be made to the start date of the transport or shipment of the goods, or the date of the early issuance of the invoice (limited to the invoiced amount), in accordance with Article 39 of Decree-Law no. 331/1993. As a result, transactions where the transport or shipment began before September 1, 2024, are subject to the regulations of the previous Article 6 of Legislative Decree no. 471/1997. Specifically, as clarified by the Revenue Agency, “Regarding sales made before September 1, 2024, since there is no deadline beyond which the violation occurs and the conditions for applying the penalty exist, the failure to transport goods to another Member State renders the sale irregular from

the time of its completion, so the penalty under Article 6, paragraph 1 of Legislative Decree no. 471/1997, in force *ratione temporis*, applies”. Starting from January 1, 2020, the methods for proving intra-community transport, as outlined in Article 45-bis of Regulation (EU) no. 282/2011, have become legally binding for all Member States.

This regulation sets out two distinct scenarios:

1. Goods are shipped/transported by the seller, directly or via third parties acting on their behalf (cf. paragraph 1, letter a);
2. Goods are shipped/transported by the purchaser or by third parties on their behalf (cf. paragraph 1, letter b). In the first case, it is presumed that the goods have been shipped/transported from the Member State of origin to the Member State of arrival if the seller certifies that the goods were shipped or transported by them or by a third party on their behalf, and has at least two of the following non-contradictory pieces of evidence, issued by two independent parties, one from the seller and one from the purchaser:

1. Documents relating to the transport or shipment of the goods, such as a document or CMR letter bearing a signature, a bill of lading, an air transport invoice;
2. An invoice issued by the shipper. Alternatively, the seller, in addition to certifying that the goods were shipped or transported by them or by a third party on their behalf, must have one of the items listed above in combination with any of the following non-contradictory pieces of evidence confirming the shipment or transport, issued by two independent parties, one from the seller and one from the purchaser:

1. An insurance policy for the shipment or transport of the goods or bank documents proving payment for the shipment or transport of the goods;
2. Official documents issued by a public authority (e.g., a notary), confirming the arrival of the goods in the destination Member State;
3. A receipt issued by a warehouseman in the destination Member State confirming the deposit of the goods in that State.

In the second case, it is presumed that the goods have been shipped/transported from the Member State of origin to the Member State of arrival if the seller has a written declaration from the purchaser

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.

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certifying that the goods were transported or shipped by the purchaser or by a third party on their behalf, and identifying the destination Member State of the goods. This written declaration must include:

1. The date and place of arrival of the goods;
2. In the case of the sale of transport means, the identification number of the vehicle;
3. Identification of the person accepting the goods on behalf of the purchaser. In addition to the written declaration from the purchaser, the seller must obtain and retain at least two of the following non-contradictory pieces of evidence, issued by two independent parties, one from the seller and one from the purchaser:

1. Documents relating to the transport or shipment of the goods, such as a document or CMR letter bearing a signature, a bill of lading, an air transport invoice, or 2. An invoice issued by the shipper.

Alternatively, any of the above items, combined with any of the following non-contradictory pieces of evidence, will confirm the shipment or transport, issued by two independent parties, one from the seller and one from the purchaser:

1. An insurance policy for the shipment or transport of the goods or bank documents proving payment for the shipment or transport of the goods;
2. Official documents issued by a public authority (e.g., a notary), confirming the arrival of the goods in the destination Member State;
3. A receipt issued by a warehouseman in the destination Member State confirming the deposit of the

goods in that Member State. The purchaser must provide the written declaration to the seller by the 10th day of the month following the sale. In any case, given that Article 45-bis of Regulation (EU) no. 282/2011 does not prevent Member States from applying additional national rules and practices that may be more flexible than the Union's regulation regarding the proof of non-taxable intra-community sales (cf. Circular no. 12/E of May 12, 2020), the seller, if not in possession of the documents indicated in Article 45-bis, may consider the documentation mentioned in the official documents issued by the Tax Authority sufficient for proving the intra-community sale (cf. Response to Inquiry no. 100 of 2019, Resolutions no. 345/E of 2007, 477/E of 2008, and no. 19/E of 2013, Note no. 141933 of November 4, 2010), as recently reiterated by the Revenue Agency in the videoconference on February 5, 2025.

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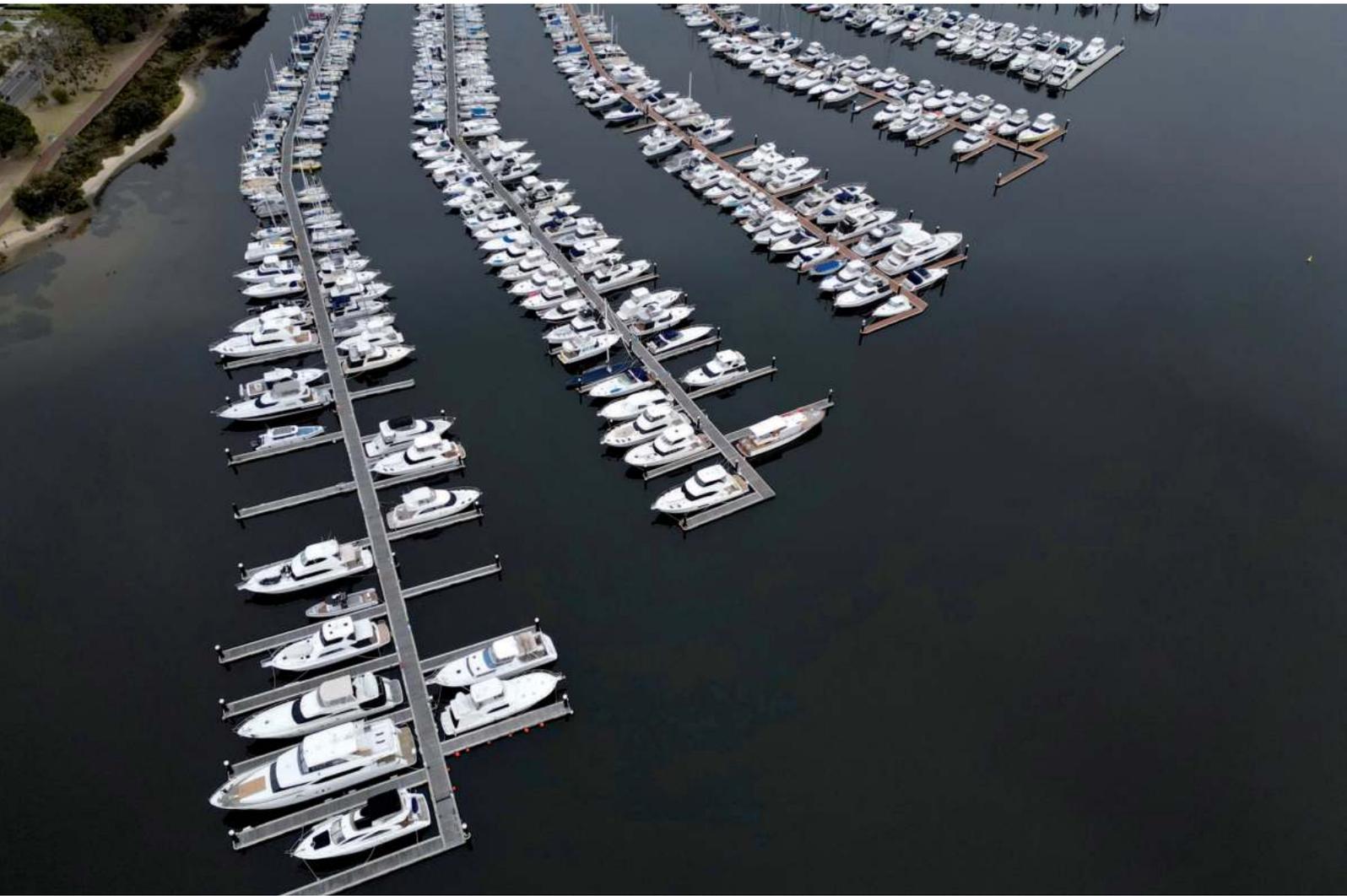


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PRE-PURCHASE SURVEY ACTIVITIES

by Marine Surveyor Daniele Motta

The topic of expert activities related to pre-purchase, both for new and used boats, has always been of certain importance when an owner decides to proceed with the purchase of a unit, especially for leisure purposes. With this in-depth analysis, we will try to understand, even in theoretical terms, in which circumstances these activities are effective and what additional elements the owner must consider in order to make a proper preliminary evaluation, useful for the expert activities related to the pre-purchase of a used recreational unit.

Let's begin with the definition of the "pre-purchase survey" (better known in the Anglo-Saxon world as "pre-purchase survey"). This specific expert activity is historically conducted before the purchase of the unit (whether new or used, recreational or commercial) and, therefore, usually after the signing of a preliminary sales agreement or a Memorandum of Agreement (M.O.A.). Less frequently, it is carried out before signing these important documents.

Naturally, these activities should (the conditional is necessary) be requested and entrusted to a recognized and certified Marine Surveyor, who is also specialized in pre-purchase surveys.

Finally, but not least, it is worth remembering that the figure of the surveyor, in addition to being identified based on competence (rather than "convenience"), must be independent, meaning they must operate independently from the parties involved.

This last factor is not always guaranteed, as, to this day, the Surveyor may be proposed by the maritime broker or the seller, with possible conflicts of interest. Continuing with our analysis, always in an approximate manner, the pre-purchase survey – unless specifically requested by the owner or the surveyor – is a technical activity that should assess, as of now, all the assemblies constituting the "vessel", i.e., the hull, machinery, and fittings, and then, through the survey report, relate the findings that emerged during the inspection, thus offering the owner a clear technical and condition evaluation of the unit they intend to purchase.

All of this gives the owner the ability to evaluate not only the purchase but also the technical and economic congruity of the price requested and/or already agreed upon (and signed) during negotiations.

Having defined what an "ideal" pre-purchase survey is, let's now understand together what issues frequently render a pre-purchase survey "mutilated" compared to its theoretical "ideal outcome".

A first point lies, as mentioned above, in the criteria used to select the appointed Surveyor: the professional should first and foremost be appointed based on competence, impartiality, and ethics, before considering criteria of cost-effectiveness or geographical proximity. The goal, especially for high-value transactions, should be to carry out an effective and reasonable survey, rather than just its mere execution. The second aspect concerns the objective and sub-

jective limitations regarding the activities that the Surveyor can realistically perform. Some of these limitations are listed below:

- The Surveyor, no matter how specialized, competent, and prepared, will never be able to assess, visually and without instrumental support, every potential issue that is otherwise not visible and/or detectable (just like an orthopedic surgeon who needs an X-ray from a radiologist to detect a fracture). A thorough pre-purchase evaluation can only pass, fully or partially, through the support and activity of other professionals, such as a mechanic, an instrumentation technician, or an electrician.
 - A pre-purchase survey, even if properly planned and executed, can hardly be completed in one working day, especially for units over ten meters. Just consider how many assemblies (and sub-assemblies) a unit is composed of, such as the hull, machinery, and fittings. A thorough assessment, possibly followed by sea trials, will realistically require no less than two or three days of inspection. On the other hand, quick visits, possibly compressed into one day or less, and lacking instrumental examinations, will be limited both by the available time and by the investigations that can realistically be performed.
 - Not always (and especially without invasive interventions and the aforementioned instrumental exams) will it be possible to detect hidden defects and/or other potential issues.
 - The pre-purchase survey is not a "certification" per se, but rather a technical review of the unit's condition, given the limitations and activities that the appointed professional can carry out.
- Having covered these two main topics, let's now briefly address two additional important issues: hidden defects (with the concept of cautious purchasing) and, finally, the costs that make up the Surveyor's fees. Regarding the topic of hidden defects (which I have previously discussed in this magazine) and the principle of "cautious purchasing", we will now try to explain the correct correlation between the pre-purchase survey and the elements we have just mentioned.
- Essentially, the pre-purchase survey, besides being an excellent tool for evaluating whether to proceed with the potential sale or not, also represents the best protection against an imprudent purchase. This is precisely because, in the sale of units, it is

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).

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

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not uncommon to encounter disputes arising from defects, errors, and omissions regarding the actual condition of the vessel, which emerge after the purchase and are attributable to third parties.

For this reason, within the limits of possibility, a pre-purchase survey should always be carried out through such technical activities, with the utmost awareness and accuracy. In conclusion, let's address the topic of fees for a potential Surveyor's pre-purchase survey, avoiding the provision of fanciful price lists, often found online.

That said, we will discuss some elements that should be concretely evaluated with respect to mere and empirical cost calculations. Through the following points, we will try to understand which factors affect the costs of a pre-purchase survey:

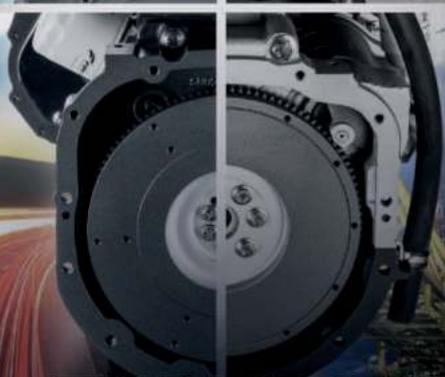
1. Recognition, experience, impartiality, qualifications, and official certifications of the Surveyor, as well as expertise based on the type of unit and construction;
2. Type of pre-purchase activities requested, potential sea trials, the use of instrumental examinations (and related professionals involved) or laboratory tests;
3. Inspection time, travel time (round-trip, fuel, tolls, transportation means), potential overnight stays, and time required for drafting the final survey report;
4. Geographical location of the unit to be inspected;

5. Value of the sale (not the technical-estimative value, which will be evaluated by the Surveyor). Having briefly outlined these five important aspects to consider when deciding to contact a specific Surveyor, let's finally look at the economic policies often applied in determining the fees.

These include calculations based on the linear meters of the units to be inspected, hourly rates, or percentage calculations of the unit's sale value. After considering all these important elements and wanting to give the reader an appropriate economic parameter, it can be clearly observed that cost ranges vary from 500 euros to 1.000-2.000 euros, up to fees between 3.500-4.000 euros.

In conclusion, in light of the considerations expressed in this article, the pre-purchase survey is undoubtedly an important tool in the vessel sale process, but it must be appropriately evaluated by the owner within the limits and according to the results they realistically wish to achieve, based on their specific needs.

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IS YOUR BOAT READY FOR SUMMER?

AN ESSENTIAL CHECK-LIST TO PREPARE IT FOR THE SEASON

by Pierfabio Comparato

Winter is coming to an end, the temperatures are rising, and the desire to return to the sea is growing stronger. But before you cast off and enjoy the first outings of the season, there's one fundamental step you can't overlook: preparing your boat the right way.

Proper maintenance not only prevents breakdowns and unexpected issues but also allows you to sail safely and with the best performance.

In this article, you'll find a complete check-list to check every aspect of your boat: from the hull inspection to the engine maintenance, as well as safety and onboard comfort.



If you follow these steps, I guarantee you'll be able to enjoy the season without surprises and with the assurance that your boat is in perfect condition.

Ready? Let's get started!

Before putting your boat back in the water, the first step is a **thorough visual inspection of the hull**. Even if everything seems fine to the naked eye, it's better to carefully check some critical areas. Take a look at the entire hull, especially around the keel and the waterline, where blisters or swellings can form, which are typical signs of osmosis.

If you notice cracks, abrasions, or signs of wear, it's best to address them immediately to avoid more serious damage once it's in the water.

Also, check the **through-hull fittings and valves**: they must be free of fouling and in perfect sealing condition. A malfunction here could lead to unwanted water leaks.

After checking the hull, it's time to take a look at the **onboard systems**:

- *Safety equipment*: Check for the presence and condition of life jackets, flares, fire extinguishers, and safety lines. If any item is expired or in poor condition, replace it immediately.

- *Electrical system*: Ensure that cables are not corroded or damaged (as often happens during the winter) and that the connections are properly tightened.

Also, test the navigation lights, electronic instruments, and VHF (if present) to avoid unpleasant surprises at sea.

- *Water system*: Empty and clean the fresh water tanks, and check that there are no leaks in the pipes or fittings.

- *Fuel system*: If the tank has spent the winter with old fuel, it may have accumulated impurities. A check of the filters and a cleaning of the system are recommended before departure.

Now that the hull is sorted, let's focus on the **engine**, the heart of your boat, starting with the routine maintenance that should be done every year.

I recommend doing it at the start of the season to avoid having to stop the boat during the warmer months or, at the very least, to prevent surprises while you're using it!

First, perform the usual routine maintenance tasks: oil and filter changes, impeller and spark plugs are essential for the life of your outboard.

Finally, take a few minutes to check the battery.

Make sure it's fully charged and that the terminals are clean and securely fastened. Also, inspect the electrical cables: they should be intact, with no signs of oxidation or fraying. It's a good idea to test the engine start without the boat in the water to ensure everything works as it should.

In addition to the technical aspects, it's important to also check those elements that make navigation more comfortable and safe. A well-organized, clean boat with all the accessories in working order makes your time at sea even more enjoyable.

Check that the **anchor** chain or **line** is intact and free of wear. If you have an electric windlass, verify that it works properly and that the wiring is in good condition. The **upholstery** may have accumulated dust, moisture, or mold, so before the season starts, wash and dry the cushions and coverings to avoid bad odors and deterioration. Also, check **onboard accessories** like the bow thruster, refrigerator, or marine toilet, if present.

One of the key steps before putting the boat back in the water is protecting the hull with a fresh **anti-fouling** treatment. This treatment prevents algae, mollusks, and other marine organisms from attaching to the hull, keeping the boat more efficient and reducing fuel consumption. If the previous layer is damaged or too thick, it's advisable to sand it down or, if necessary, remove it completely.

Choose the right anti-fouling. This is a topic that would require a whole article, which we can delve into later if you're interested.

Finally, apply the anti-fouling, respecting the drying times recommended by the manufacturer.

Finally, it's time to test everything at sea!

Before casting off, do a final check: ensure that the engine starts without problems and that the cooling system works properly. A short test run will give you the certainty that your boat is truly ready for summer.

A well-prepared boat is synonymous with safety, efficiency, and maximum fun at sea.

Creating a personalized check-list based on your boat's characteristics will help you not forget anything and start the season without surprises. Now, it's time to enjoy the waves and new adventures onboard.

See you at sea!

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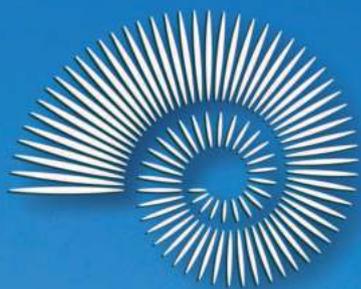
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NAVIGATING BETWEEN CHALLENGES AND OPPORTUNITIES

**ANALYSIS OF THE ITALIAN BOATING SECTOR
BY GENNARO AMATO, PRESIDENT OF AFINA**

During the 51st Nauticsud, we had the opportunity to interview Gennaro Amato, President of AFINA, the National Boating Industry Association, who shared his thoughts and perspectives on the Italian boating sector. Amato highlighted the importance of boat shows organized across the country, emphasizing how these events create a network that spans the entire peninsula, from north to south. Nauticsud, in particular, represents a crucial moment for the sector, having recently celebrated its 50th anniversary.

Amato also addressed hot topics, such as the management of marine protected areas, safety at sea, the new boating license regulations, and the challenges related to the lack of moorings, a problem that is causing difficulties for many sea enthusiasts.

We would like to discuss some of the topics raised this year during the presentation of the 51st Nauticsud. What can you tell us about marine protected areas?

As for marine protected areas, not only we are in favor, but we consider them essential. However, this should not exclude the possibility for boat users to have a mooring field to anchor. Banning access to a marine protected area doesn't necessarily mean preventing its use, especially for those with small boats who are denied the possibility of enjoying the sea in the most spontaneous way possible. So yes, we need marine protected areas, but we also need mooring fields, especially in the Kingdom of Neptune area. Here it almost seems like Posidonia is sold by the kilo: if you pay for the permit, you can drop the anchor, if

not, you can't. There is negligence on the part of local municipalities, which have not yet installed the mooring fields. This would allow obtaining both the permit from the Kingdom of Neptune and the possibility of using the area without damaging the seabed.

Let's touch on another topic that is very important to you: safety at sea.

We are very focused on safety at sea because every outing should be a relaxing experience. However, the new laws give us some concerns. Indeed, with the introduction of the D1 boating license, a 16 year-old can operate a boat up to 115 horsepower. This is like giving a revolver to an adolescent, who might use it recklessly. I believe that the license should absolutely be issued, even a D1 boating

licence, but at least the person should be 18 years old to operate such a fast vessel.

Consider that a common 6-meter inflatable boat with a 40-70 horsepower engine reaches speeds of 25-26 knots; the same boat with 115 horsepower can reach 35-36 knots. We're talking about speeds that are dangerous even for experienced individuals, let alone for a young person with no sea experience.

In my opinion, this favors a part of the sea users, but not the boating community as a whole. I don't think a 16 year-old should be able to afford a 115-horsepower inflatable boat, because we're talking about an investment of around 50.000 euros.

Only those with solid economic means can purchase this type of boat, because, beyond the initial cost, the maintenance costs must also be considered. As a result, it



benefits the charter industry, which is made available to people likely lacking the necessary knowledge to navigate or operate a boat.

Driving a boat is completely different from driving a car: the sea is vast and full of hazards, like a highway full of potholes.

A battle that AFINA has been fighting for some time is the shortage of moorings, one of the sector's main issues. What can you tell us about that?

The crisis that the boating sector is facing, aside from the economic one, is unfortunately also due to the mooring issue. I was just talking to a customer who upgraded his boat from 31 to 33 feet, meaning an extra 20 centimeters in width and 60 centimeters in length. The mooring operator denied him a spot. I had to find him another mooring because otherwise, he didn't know where to dock the boat he had just bought. This is a huge problem. It's like if, at some point, highways were closed to all car owners.

In the automotive sector, you think about traffic flow first, and then parking.

At sea, however, it's different: if you don't have a mooring, you can't navigate.

Over the years, existing marinas have filled up and no new ones have been built. So, boats have continued to be produced, but the mooring spaces remain the same. Take Naples, for example: no new marina has been built in about 60-70 years, as the last one, Mergellina, was constructed in the 1950s.

Moreover, to find a marina that can be called such, you have to go to the province, in Castellammare; there are no others.

We're living with a 60-year delay compared to the growth of the sector.

In 1960, when I was a little kid, there were 10-12 boats at Mergellina marina; today, there are 600, and the demand far exceeds the supply.

If only 400-500 more moorings were added to Mergellina, we could breathe a sigh of relief and take a small step forward. Of course, that wouldn't be enough: marinas would also need to be built in the western area, towards Nisida, Pozzuoli, or Baia, or towards Santa Lucia, San Giovanni, and so on. The problem is that we are the only ones reporting this situation. It should also have media relevance, but it doesn't.

Marinas also give a sense to the exchange of nautical tourism. Boat owners prefer to stop along the coast, where there's a site to visit. For example, stopping here and visiting Naples is a choice many make because the city has much to offer, rich in history and corners to discover, unlike Ischia or Capri, which are small islands and can be visited in two days.

Can you tell us a few words about the network system and the return of the International Boat Show in Rome?

With our four shows, we cover all of Italy. We organize three indoor shows – Nauticsud, the



The ribbon-cutting ceremony that officially opened the 51st edition of Nauticsud.



The International Boat Show in Rome returned in December 2024 after a 10 year absence. 60 companies and 250 boats were on display across two pavilions, covering a total area of 16.000 sqm.

International Boat Show of Bologna, and the one in Rome – and one in-water show, Navigare. The first show of the year is Nauticsud, which kicks off the season of boat shows in Italy and is therefore a significant event. This year, we reached the 51st edition, after celebrating 50 years of activity in 2024, with the States General of the Sea. This year, with the guests – the Minister of Tourism, Daniela Santanchè, and the Head of the Department of Civil Protection and Maritime Policy, Admiral Pierpaolo Ribuffo – we discussed various topics, engaging the public, who also asked questions. We are very satisfied with the return of the International Boat Show in Rome: it exceeded our expectations. I believe that next year we will need to add a third

pavilion to accommodate the growing demand from exhibitors. In Bologna, we started during Covid, so we didn't have the opportunity to be successful. But we couldn't give up because when we organized it in 2020, we were free, with no restrictions. However, people were still psychologically affected by the four months of closure: even those who could go out were afraid. Bologna has a big advantage over all other shows: the conversion rate of visitors into buyers. At Nauticsud, only 2 out of 10 visitors are real buyers; in Bologna, it's 50%. That's why, despite its limited size, exhibitors want to return every year.

What are the dates of the next boat shows?

The Bologna boat show will be in

October, from the 18th to the 26th; Navigare in November, from the 8th to the 16th, while the Rome boat show will be in December, from the 6th to the 14th. As for Nauticsud, we'll meet again from February 7th to 15th, 2026.

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ALEKSANDRA ORESCANIN

THE INTERVIEW WITH THE WINNER
OF THE YOUNG DESIGNER OF THE YEAR
AWARD 2025

We interviewed Aleksandra Orescanin, the young winner of the BOAT International Young Designer of the Year Award 2025, in collaboration with Feadship. Born far from the sea, in a place where “there are many lions but not as many yachts”, she developed an interest in yacht design when she first visited the Dubai International Boat Show.

Today, her vision combines innovation, functionality, and elegance. With collaborations with international studios and new challenges in sailing yacht design, she aims to contribute to the industry’s evolution, with a particular focus on sustainability in the future of yachting.





BOAT
YOUNG
DESIGNER OF
THE YEAR

ZAZI

Nationality
South African

Education
POLI.design





Let's start from the beginning. How did your passion for the yachting world begin?

I grew up in Johannesburg, South Africa, a landlocked city where there are many lions but not as many yachts. So, it doesn't really make sense how I ended up in this industry, right?

However, during my teenage years, I moved to Dubai, where I visited the Dubai International Boat Show. That was my first real exposure to the world of yachting.

There, I met a naval architect to whom I mentioned my interest in designing aircraft interiors.

He wasn't very convinced by the idea, due to the many rules and restrictions imposed by that type of design, and he asked me: "Why don't you try yacht design? There's much more creative freedom".

That conversation stuck with me.

While pursuing my degree in Transportation Design, I chose an elective course in yacht design. I was lucky to have extraordinary professors who made every lesson something I looked forward to during the week. They were always ready to answer our questions and share their experiences in the industry. They were the ones who truly inspired me to follow this path.

Over time, I realized that yachting is not just about travel; it's a lifestyle, a way to explore and push the boundaries of design and functionality.

All of these aspects fascinated me and led me to

specialize in this field.

What was your academic path?

I earned a degree in Transportation Design from the Istituto Europeo di Design in Turin, which gave me a solid foundation in mobility design, materials, and conceptualization. Later, I obtained a Master's in Yacht Design at the Politecnico di Milano.

This program allowed me to refine my design approach and deepen my understanding of the technical aspects of boats.

Since then, I have been actively working on a variety of yacht design projects, continuously pushing my creative and technical limits.

Tell us more about your project "Zazi", which won the Young Designer of the Year 2025 award.

The BOAT International Young Designer of the Year Award, in collaboration with Feadship, challenges participants to design an expedition/exploration yacht for an experienced owner who has already sailed the Mediterranean. This yacht had many requirements: the real challenge was integrating a telescopic hangar, a scientific research lab, and multiple tenders while maintaining Feadship's iconic elegance.

My response to this brief was "Zazi", a yacht that balances the functionality of an explorer with a

robust elegance. The goal was not just to meet all technical requirements but also to create a comfortable, sophisticated, and user-friendly space for the owner and crew.

Translating the spirit of an expedition vessel into a concrete design was both a challenge and a creative journey. I dedicated a lot of time to studying what defines a true explorer, in terms of both design and technical standards. I wanted to create something bold yet refined, designed not only to withstand extreme conditions but also to offer a unique experience.

The exterior of Zazi is robust and modern, while the interiors are warm and welcoming. The name “Zazi” means “to know oneself” in Zulu. I chose it carefully because the owner is preparing to explore uncharted territories, and to do so, one must be completely self-

assured.

The entire design process was a balance between the brief, my design philosophy, and the aspirations of the future owner.

How was your experience participating in this event?

It was fantastic! This challenge pushed me to go beyond the limits of how I conceive yachts. I loved every stage of the process, from the first sketches to the final renderings.

I would do it all over again without hesitation.

What helped me a lot was having a clear and well-structured brief, which allowed me to fully explore my creativity while tackling the technical complexities of yacht design.

Competitions like this are incredibly valuable for young designers, and winning this award was an incredible honor.

I am immensely grateful to BOAT International and Feadship for giving me the opportunity to showcase my vision on such a prestigious platform and for supporting me throughout the journey.

What collaborations are you involved in at the moment, or what projects are you currently working on?

I am currently collaborating with Architect Marco Casali from TOO DESIGN in Rome, on a series of projects for walkaround yachts ranging from 40 to 70 feet. Working on small production series is a completely different challenge compared to large superyachts. Height and space are limited, so every component must be placed with extreme precision. Ergonomics become even more crucial in these cases. For me, sailing yachts are the



The contestants were asked to imagine themselves as recent graduates employed by Feadship, tasked with designing a yacht for a Feadship owner eager to explore beyond the Mediterranean. The brief required a long-range expedition vessel capable of navigating remote regions and high latitudes, such as the Northwest Passage. Additionally, the yacht had to accommodate scientists for ocean conservation missions and include research facilities and helicopter transport capabilities, all without compromising luxury and comfort. Aleksandra Orescanin’s project, Zazi, was awarded for its “very well-balanced concept”.



According to the judges of the Young Designer of the Year Award 2025, her project, which was excellently presented, featured “a functional and robust exterior design concept, perfectly suited to the role of an explorer yacht as required by the client. She overcame the first hurdle where many others stumbled, carefully reading the brief and thoroughly considering how to best meet the owner’s desires”.

They also added that Zazi’s general layout was “extremely well-conceived and professionally designed, with highly precise and detailed digital and hand-drawn renderings”.



most elegant and timeless vessels. Since they have very different requirements and expectations compared to motor yachts, I believe that understanding their design provides a comprehensive view of the industry.

For this reason, in my free time, I have started studying and designing an 80-foot sloop.

Since I don't have much experience in sailing yacht design and I want to create a realistic and feasible project, I am collaborating with a naval architect and an experienced sailor who loves to challenge me... in the best possible way!

What is your vision for the future of the yachting industry? Specifically, regarding the evolution of yacht design and technologies?

I've noticed a shift in aesthetics: people are becoming more open to less traditional designs. Exteriors are evolving with more complex surfaces and a greater focus on proportions and visual balance. Interiors, on the other hand, are embracing minimalism, with a focus on natural and high-quality materials. Even layouts are becoming bol-

der, going beyond conventional configurations to offer more open spaces and a more dynamic flow.

As designers, we have the responsibility not just to adapt to new technologies but to actively integrate them at every stage of the process, from conceptualization to execution.

One of the most exciting developments is the push towards sustainability.

The yachting industry is making great strides in alternative propulsion systems, energy-efficient hull designs, and the use of eco-friendly materials.

I firmly believe that sustainability should not be a trend but a fundamental principle guiding the future of nautical innovation. What continues to fascinate me about yacht design is the blend of modern innovation and timeless elegance.

It's an industry where cutting-edge technology merges with the art of craftsmanship, and I am excited to see what trends will shape the future of yachting.

What are your expectations for the future? And in which company or field of yacht

design would you like to work in the future?

I have only just begun exploring this industry—there are endless possibilities and so much more to learn! I admire and respect many design studios, and it would be an honor to work with them.

I believe it is essential, as a designer, to be involved in all aspects of the creative process. Right now, I am trying to learn as much as possible about exteriors, interiors, and layouts, but the next step for me would be to delve deeper into the production phase to complete my training.

There are many studios I would love to collaborate with—mainly companies whose design philosophy aligns with my vision. I hope to contribute to their projects soon.

This is an incredibly exciting time for the industry, and I can't wait to be part of the next generation of yachting.

ALEKSANDRA ORESCANIN

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Via Adriatico, 11

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Tel. 0421 380855

Cell. Dal Vi **335 205075**

E-mail: dalvi@dalvi.it

SELEZIONE IMBARCAZIONI USATE DISPONIBILI



PERMARE AMER 100, 2018, mt. 29,60
2x1000 VOLVO PENTA IPS D

Pavim. interno in legno, 4 cabine + 4 bagni, Tirreno



BAVARIA 29 SPORT, anno 2004, mt. 9,28
2x229 VOLVO PENTA EFB B

Revisione motori e gruppi poppiari nel 2024, Adriatico



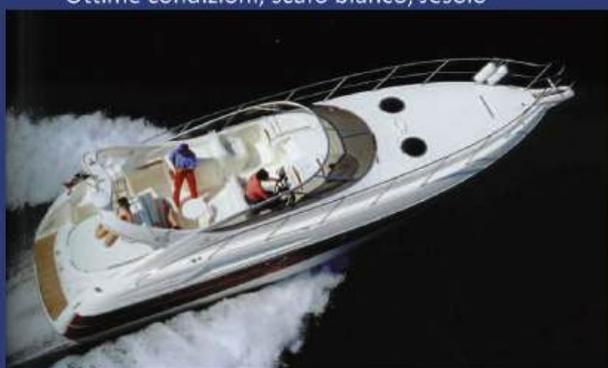
RIVA SAINT TROPEZ, anno 1985, mt. 9,50
2X350 THERMO ELECTRON EB B

Ottime condizioni, scafo bianco, Jesolo



CRANCHI ZAFFIRO 36, anno 2008, mt. 11,71
2x300 VOLVO PENTA EFB DP

Condizioni perfette, scafo metallizzato, Tirreno



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

Buone condizioni, 700 ore moto, 4 posti letto, Jesolo



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

Ottime condizioni, interni rifatti, 4 posti letto, Jesolo



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

Natante, 4 posti letto, 150 ore moto, Jesolo



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

eliche in acciaio, 4 posti letto, 1 bagno, Jesolo



Cranchi 32 Cruiser 9,50 m, Volvo 2x200 HP, 2 cabine, cuciniera completa, euro 50.000, tel. +39 041/5382523 - info@campellomarine.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 E30 anno 2022, motore Volvo Penta 350 benzina, sole 90 ore, condizioni pari al nuovo, euro 185.000, tel. +39 335/6444020



Cranchi Zaffiro 36 anno 2008, 11,71 m, motori 2x300 Volvo Penta EFB DP, vis. Tirreno, euro 145.000, tel. +39 0421/91616 - dalvi@dalvi.it



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



Gozzo Alalonga 7,60 metri, cabina, motore FNM 40 HP, guida senza patente, valuto scambio o permuta, euro 10.900, tel. +39 345/3561475

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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 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 - seatiemyachting@gmail.com



Cranchi Endurance 39 CAT 44 diesel 260, A/C, generatore Mase, cuciniera 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



Elan Family 450 ottime condizioni, completa di motore Honda 40 HP, 4T, tendalino, cuciniera nuova, stereo, pompa sentina, eco., possibilità di prova, tel. +39 333/5419284



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 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



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



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 Mercruiser EFB B del 2012, visibile a Jesolo Lido, euro 24.000, tel. +39 0421/91616 - dalvi@dalvi.it



Gozzo in VTR con flap poppiere, 4,70x1,80 m, predisposto per motore fuoribordo, buone condizioni generali, appena refittato, euro 3.500, tel. +39 0182/87831 - info@fourmarine.it



Gozzo in VTR, 7 m, motore Perkins 40 HP 4 cilindri diesel linea d'asse, finiture in mogano e teak, spaziosa, accessoriata, dotazioni di bordo, euro 14.900, tel. +39 349/2309967



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



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Gozzo Maddalenino totalmente rimesso a nuovo, motore 10 HP, pronto alla boa, euro 2.500, tel. +39 336/724198



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



Ilver 24 Njuma 5,90 m, Mercury 40 PRO anno 2023, scaletta risalita, luci di via, tromba, cuciniera completa, tel. +39 041/5382523 - info@campellomarine.it



Laver Mikado 27 Sport 2 motori entrofuoribordo Volvo Penta 175 TD, euro 11.000 trattabili, tel. +39 348/2649535



Monterey 262 Cruiser 7,40 m, Volvo Penta 5.7 V8, molti lavori eseguiti, luci di via, batteria, pompa sentina, euro 26.000, tel. +39 041/5382523 - info@campellomarine.it



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

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GS Nautica 8,50 m, 2 motori Mercruiser 3.000 benzina 4T 140 HP, revisionati a gennaio, super accessoriata, euro 25.000, tel. +39 342/7318321



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Ilver 24 Njuma anno 1990, 7 m, motore 240 HP OMC EFB B, vis. Jesolo Lido (VE), euro 15.000, tel. +39 0421/91616 - dalvi@dalvi.it



Jaguar 5.2 motore Honda 40/60 HP 4T del 2021, strumentazione completa, circa 790 ore di moto, portata persone 6, full optional, vis. Tropea, euro 8.300, tel. +39 340/8725505



Jeanneau 42 S Prestige anno 2009, 13,36 m, motori 2x370 Volvo Penta IPS D, vis. Tirreno, euro 245.000, tel. +39 0421/91616 - dalvi@dalvi.it



Manó Marine 24.50 completamente rifatta, teak, tendalino, Mercury 150 HP diesel, piedi revisionati sbarcati, impianto elettrico nuovo, accessoriata, euro 45.000, tel. +39 348/5867831



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



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



Motoscafo fondo in compensato marino, Lago Maggiore 2/3 mesi l'anno, motore Gray Marine 60 HP, revisionato nel 2023, serbatoio inox, euro 30.000, tel. +39 339/1203558



Pilotina Nelson 27 del '72, ristrutturata nel 2006, vetroresina, cabinata, 4 posti letto, WC, cucinotto, motore Renault diesel 72 HP, vis. Fiumicino, euro 16.000, tel. +39 335/5473328



Poliform C24 WA VM200 HP diesel del 2008, motore Yamaha 15 HP di rispetto con comandi al timone, perfetta per la pesca, accessoriata, euro 50.000, tel. +39 333/4706235



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



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



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Regal 258 7,90 m, 2 Mercuriser 3.0 benzina, tenuta da vero amatore in ottime condizioni, super accessoriata, euro 27.000, tel. +39 340/3168299



Renken americana, schiumata, attrezzata da pesca, svariati accessori, motore Yamaha 115 HP, 1.200 ore sempre tagliandato, euro 15.500, tel. +39 340/3261300



Rizzardi CR 40 in ottime condizioni generali, CAT 3.208 425, ore moto 150, 2 cabine, cucina interna e esterna, accessoriata, zattera, euro 73.000, tel. +39 348/1519923



Salpa Laver 32.5 10x3,3 m, anno 2006, completamente refittata nel 2022, motori Volvo Penta GX1 4.3, super accessoriata, euro 80.000, tel. +39 339/5389389



Sea Ray Sunsport 230 Mercury 225 V6, 7,16 m, anno 2024, euro 75.000, tel. +39 041/5382523 - info@campellomarine.it



Stama 33 natante, anno 2005, euro 75.000 trattabili, tel. +39 347/4792900

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Regal 3560 anno 2004, 11,58 m, motori 2x285 Volvo Penta EFB D, Adriatico, euro 125.000, 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



Riva 63 Vertigo anno 2010, 19,57 m, motori 2x1360 Man EB D, visibile in Adriatico, euro 980.000, tel. +39 0421/91616 - dalvi@dalvi.it



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



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



Salpa Laver 32.5 perfette condizioni, motori diesel Volvo Cad 32, aria condizionata, impianto elettrico perfetto, tel. +39 328/0611300



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@nauticafioro.it



Scarab III 34 anno 1987, 10,40x2,40 m, motori 2x200 HP Volvo Penta AQAD41-B, 1 cabina, 1 bagno, euro 40.000, tel. +39 0823/1831089 - +39 347/8441355



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



Selva SD 7.0 Cabin anno 2010, 6,98 m, motore 225 HP Selva FB B, vis. Jesolo Lido (VE), euro 24.500, tel. +39 0421/91616 - dalvi@dalvi.it



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



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



Trimarchi 53S Mercury PRO 40/60, 120 ore moto, completa di cuscineria, tendalini in acciaio, impianto acqua dolce, vis. Pantelleria, euro 10.000, tel. +39 331/9251898



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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Barca a vela 9,9 m, senza patente, motore Lombardini 28 HP, vis. Laghi di Sibari, euro 18.000, tel. +39 329/9398856



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, cucineria 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, rollafiocco, 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.monstersport.com



Beneteau Cyclades 43.3 anno 2006, lungh. 13,26 m, 3 cabine, 3 WC, salone, motore Yanmar 53 HP, super accessoriata, genoa, sprayhood, euro 68.000, tel. +39 347/7414742



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



Beneteau First 44.7 anno 2005, condizioni perfette, 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, sartame 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 2002, tenuta in modo maniacale, sempre in acqua dolce, vis. Treviso, 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



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

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Canados 33 10 m, anno 1980, motore Beta Marine 2007 da 28 HP, in ottime condizioni, necessita solo di piccole manutenzioni, euro 16.000, tel. +39 392/4812420



Cantiere Barberis Show 34 perfetta, 1981, Bukh DV20 revis. 2022, tanti lavori 2019 - 2020, accessoriata, euro 25.000, tratt., tel. +39 333/4393038



Cantiere 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



Cantiere 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 anti-vegetativa, 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 111 rullaranda, rullafiocco, spinnaker, tormentina, pilota automatico, motore revisionato 2025, portata persone 10, vis. Lido degli Estensi, euro 35.000, tel. 049/686862



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



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Dixie 30 8,80x2,50 m, anno 1985, motore Nanni diesel 14 HP, 300 ore circa, randa al 70%, genoa nuovo, super accessoriata, euro 9.800, tel. +39 348/6690440



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 31 condizioni accettabili ma da risistemare, ferma in acqua da 4 anni, motore nuovo rigenerato funzionante, vis. Costa Serena (Palau), euro 7.000, tel. +39 333/5653888



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, sartiame 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, bompresso e tangone, pilota ST4000, roll-bar, pannelli fotovoltaici, randa steccata ed easybag nuovi, euro 23.000, tel. +39 328/6011066



Elan 34 condizioni eccellenti, randa rollabile e genoa nuovi, impianto pannello solare 130W, numerosi altri accessori, nessun lavoro da effettuare, euro 48.000, tel. +39 380/2347118



Etap 32i 1996, tenuta maniacalmente, strumentaz. completa, vele come nuove, lazy jack, lazy bag, gennaker con calza, superaccess., 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



Grand Soleil 34 ben tenuta, super accessoriata, strumentazione Raymarine, pannelli solari, avvolgi fiocco, lazy bag, lazy jack, vang, euro 28.000, tel. +39 333/3197984



Grand Soleil 40 vers. Paperini anno 2007, albero in alluminio a 2 crocette, Yanmar 40 HP nuovo, zero ore, super accessoriata, euro 119.000 trattabili, tel. +39 339/8099173



Grand Soleil 45 1990, paragonabile al nuovo grazie a un importante refit, super accessoriata, radar, GPS, cartografico, eco., smart TV, euro 119.000, tel. +39 348/7111948



Greben Tica 9,5 m, motore Sole diesel 3 cilindri 28 HP, 700 ore, sempre tagliando, cucineria nuova, altri numerosi accessori, 6 posti letto, euro 19.900, tel. +39 338/5032258



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



Sun Odyssey 43 4 cabine, 2 bagni, 13 metri di lunghezza, euro 88.000, tel. +39 347/6867152



Jeanneau Sun Odyssey 50 DS 2010, 14,75 m, Yanmar 110 HP 4JH4-HTE EB D, tel. +39 0586/21381 - 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



Meteor 8 motore Lombardini 40 HP anno 2021 con 40 ore, randa nuova, paiolato interni rifatto, vetri nuovi, arredi interni rifatti, vis. Milazzo, euro 12.000, tel. +39 360/864682



Morgan 41 Ketch appena restaurata, motore Yanmar 115 HP tagliando, interni nuovi, 2 bagni nuovi, 2 cabine, dinette, accessoriata, euro 60.000, tel. +39 393/9388965



Orca 43 pronta alla boa, vis. Brindisi, euro 25.000, tel. +39 333/3204050



Osim Plocco imbarcazione a vela in ferro cemento, 48 piedi, 3 cabine, 2 bagni, motore Perkins, euro 150.000, tel. +39 393/6669706



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



Twister 800 pronta alla boa, dotata di tutto, perfettamente funzionante, posto barca pagato fino a settembre 2025 a Riva di Traiano, euro 16.000, tel. +39 338/3848153



Zuanelli Z30 lungh. 8,62 m, motore Nanni 3.75 HP diesel, cabina, dinette, WC, cucina, numerosi accessori, vis. Comune di Portovenere, euro 14.500, tel. +39 338/3198809


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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

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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



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

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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 Portofino, 10+1 posti letto, tel. +39 345/6604940 - www.aladarsail.com



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



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



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



Fountain 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



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



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



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



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



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



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

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Apache 21 prodotto 07/2024 con motore fuoribordo Suzuki DF115B 115 HP, messo a ricovero in capannone chiuso, accessorio, euro 24.000, tel. +39 340/5852456



Asso 25 adatto per la pesca, doti di navigazione eccezionali, completo di accessori, strumento Raymarine Axiom GPS ed eco., euro 9.500, tel. +39 392/3781238



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



BWA 4.80 con tubolari rifatti e mai rimesso in acqua, impeccabile, motore Tohatsu 30 HP del 2015 con poche ore, funzionante e tagliando, euro 6.000, tel. +39 347/7461404



Capelli Tempest 600 Supreme varato aprile 2023, Yamaha F40 G Supreme con 21 ore di moto, rivestimento dei trincarini in Flexiteek, euro 29.000, tel. +39 0182/87831 - info@fourmarine.it



Capelli Tempest 900 WA unico proprietario, 2020, Yamaha 2x200, usato solo in estate e poi sempre rimesso al coperto, euro 119.000, tel. +39 0182/87831 - info@fourmarine.it



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



Gommone 4,30 metri, in neoprene, omologato per 7 persone, carrello omologato con libretto, motore Yamaha 2 tempi 40 HP, euro 3.200, tel. +39 334/2178015



Gruppo Mare Pholas 23 motore Mercury Verado 200 HP, 480 ore, condizioni impeccabili, certificato di conformità, accessorio, euro 32.000, tel. +39 339/4681942



Focchi 570 Suzuki 40/60 anno 2021, solo 90 ore, idroguida, scaletta inox, tendalino, doccetta, serbatoio inox, altri accessori, pari al nuovo, euro 23.500, tel. +39 366/7033011



Highfield 5.20 Sport Yamaha 40/70 Supreme, eco., portata massima 10 persone, full optional, pronto a navigare, già tagliando, 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



Italboats Predator 590 6,10 m f.t., del 2005, tubolari nuovi 2021, motore Yamaha 100 HP tagliando, 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 tagliando, manetta elettr., euro 60.000, tel. +39 0761/612036 - info@nauticafioro.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 invernato 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 tagliando, 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 rimesso, 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



Kardis Fox 570 praticamente nuovo, messo in mare una sola stagione, motore Suzuki DF90 del 2018, pochissime ore, tanti optional, euro 24.000, tel. +39 366/3508218



Kardis Mojito 30 tenuto in maniera impeccabile, tubolari rifatti nel 2024, 2x250 HP Yamaha 4 tempi, ore moto 1034, super accessorio, euro 79.500, tel. +39 339/6031603



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



Led GS 680 documenti gommone e motore originali, Mercury 4T 200 HP XL, ore moto 380, roll-bar, tendalino, doccetta, stereo, altri accessori, euro 28.000, tel. +39 328/3172627



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 510 motore Honda 40 HP dai consumi irrisori, carrello Ellebi 1.000 kg declassato a 750 kg, in ottimo stato, tubolari perfetti, accessorio, euro 9.200, tel. +39 342/6465676



Lomac Granturismo 12.5 2023, 11,75 m, 2x450 HP Yamaha XTO Offshore V8, vis. Sardegna, euro 385.000 + IVA, tel. +39 347/1890139 - seatiemyachting@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 - seatiemyachting@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 anno 2006, tubolari in ottimo stato, roll-bar, tendalino, tappezzeria buono stato, doccetta, no microperdite o toppe, motore Yamaha 100 HP, euro 14.000, tel. +39 334/1028374



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



Mariner 500 motorizzato con Selva 40/60, 800 ore circa, tendalino, doccetta 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@nauticafioro.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, doccetta, 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



Nautica Ondina 4 metri, motore Mercury 4T da 25 HP, avviamento manuale, compreso rimorchio, euro 4.700, cntireno@libero.it, tel. +39 0766/1885531 - +39 338/1842947



Noah 29 9,6x3,3 m, Mercruiser 6,2 350 HP, 210 ore, full optional, 3 docce, bagno, teak, frigo, lavandino, teli copertura, pari al nuovo, euro 79.900, tel. +39 335/7059418



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



Novamarine RH 460 Suzuki DF 40, carrello Umbria Rimorchi, tutto in ottimo stato, vis. Napoli, euro 7.900, tel. +39 338/8353101



Novamarine RH 460 chiglia rigida a quattro scomparti in ottimo stato, no osmosi, sempre rimessato al chiuso, Yamaha 25 HP, carrello Ellebi, euro 3.500, tel. +39 347/8909980



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 irrisori, doccetta 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 sintetico grigio in pozzetto, euro 75.000, tel. +39 041/5382523 - info@campellomarine.it



Original 620 tenuto in modo maniacale, mai antivegetativa, utilizzato per 3 mesi all'anno sul lago di Como, motore Suzuki 150 HP, accessorato, euro 25.900, tel. +39 331/2479765



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



Oromarine S11 in ottime condizioni, cucineria 2024, vis. Bacoli (Napoli), euro 68.900, tel. +39 351/2386915



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 880 pari al nuovo, motore 0 ore Mercruiser 350 HP 12 mesi di garanzia, cucinerie rifatte, in acqua 2 mesi l'anno, vis. Porto Rotondo, euro 64.000, tel. +39 333/2729190



Pirelli Pzero P1000 Sport 2009, 9,98 m, 2x300 HP Yanmar 6LPA-STZP2, vis. Sardegna, euro 109.000, tel. +39 347/1890139 - seatimeyachting@gmail.com



Pirelli P1400S rinnovato nel 2023 e 2025, scafo in fibra di carbonio, in condizioni eccellenti, pronta a qualsiasi prova, motori FNM 350 diesel, euro 255.000, tel. +39 327/9121274



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



Ranieri International Cayman 21 2024, Mercury 40 HP PRO, euro 43.900 IVA inclusa, tel. +39 041/5322123 - +39 349/0852550 - 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



Ranieri International Cayman 27 Sport Touring 8,20 m, nuovo, euro 79.800, tel. +39 0424/533348 - +39 320/2820629 - 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 490 motore Mercury 40 cavalli, iniezione elettronica, euro 4.300, tel. +39 345/4157368



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 a iniezione, tagliandato, pompa sentina auto/manuale, impianto elettrico e cuscineria nuovi, altri accessori, euro 6.500, tel. +39 380/1471008



Selva 570 6 metri, pronto alla boa, tagliando eseguito, no perdite, dotazioni di sicurezza 2024, batteria 2023, tubolari decappati e puliti, euro 13.000, tel. +39 351/9600661



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



Solemar B54 carrello omologato, eco. Lowrance, portacanne in acciaio, roll-bar, cuscineria nuova, dotazioni di bordo, altri accessori, no motore, euro 4.200, tel. +39 334/8873163



Starmar Enjoy XL Open 7 m, motore Yamaha 40/70 HP anno 2023, 50 ore moto, appena tagliandato, manetta elettronica, full optional, euro 26.900, tel. +39 392/1754514



ZAR 53 tenuto veramente bene sempre al coperto, motore Yamaha, 550 ore, carrello Umbria Rimorchi, accessori e dotazioni di bordo, euro 22.000, tel. +39 366/9750006

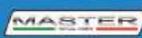


Zodiac Cadet 340S ha circa 15 anni, con motore Yamaha 10 cavalli 4 tempi, in buono stato, usato poco, euro 1.700, tel. +39 333/3117601

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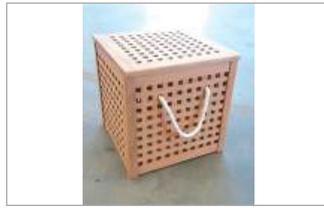
Boccaporto basso profilo LP-60, a basso profilo sostituiscono la serie Coast Line e hanno lo stesso taglio dei Coast Line e Ocean. I portelli sono dotati internamente di chiusura e possono essere aperti dall'esterno. Il boccaporto a basso profilo non ha bracci di apertura, può essere aperto a 180° e rimane in qualsiasi posizione desiderata. Come accessori sono disponibili kit di rifinitura e zanzariere, euro 789,95, tel. +39 011/19622026 - www.svb-marine.it



Borsa galleggiante per trasmettitore di emergenza PLB1 su misura per il trasmettitore di emergenza OCEAN SIGNAL PLB1, tiene il trasmettitore di emergenza ben saldo e protetto da una chiusura a pressione per evitare che esca accidentalmente. Prezzo euro 18,95, tel. +39 011/19622026 - www.svb-marine.it



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 battenti 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



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



Kit rifinitura con zanzariera, 40 gr, semplice ed elegante per aggiungere il tocco finale all'installazione di un boccaporto all'interno della cabina. Una zanzariera è inclusa nella fornitura. Le parti della finitura possono essere accorciate in base alla lunghezza desiderata in modo che la finitura possa essere facilmente adattata a un'ampia varietà di spessori della coperta. Per boccaporti LEWMAR Low Profile, Medium e Ocean con flangia. Possono essere montati solo su imbarcazioni con un skylining. Non può essere utilizzato su boccaporti Ocean a base piatta. Dimensioni: 510x510 mm, euro 217,95, tel. +39 011/19622026 - www.svb-marine.it



Localizzatore personale di emergenza PLB ResQLink 410 RLS è galleggiante e si distingue per la nuova funzione Return Link Service (RLS). La funzione RLS informa l'utente che la segnalazione di pericolo è stata ricevuta e la posizione è stata rilevata. Grazie alla tecnologia di segnale integrata su tre livelli - posizionamento GPS, un potente segnale a 406 MHz e una funzione di homing a 121,5 MHz - ResQLink 410 RLS inoltra la tua posizione in modo rapido e preciso a una rete mondiale di satelliti di ricerca e salvataggio. In più, la luce stroboscopica incorporata rende più facili gli interventi di salvataggio di notte o in altre condizioni di scarsa visibilità. Basta impostare l'antenna, premere il pulsante ON e ResQLink RLS 410 si occuperà di tutto il resto. Il trasmettitore di emergenza è inoltre molto pratico. L'innovativo sistema di clip multifunzione lo rende adatto a diverse opzioni di trasporto e a diverse aree di utilizzo. La funzione RLS informa l'utente tramite la rete satellitare Cospas-Sarsat che il messaggio di soccorso è arrivato e

la posizione è stata rilevata. La conferma sarà segnalata chiaramente da una luce blu lampeggiante, euro 474,95, tel. +39 011/19622026 - www.svb-marine.it



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



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



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



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



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

lomarine.it



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@nauticafioro.it



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



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



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

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Motore Mercury F40 ELPT E.F.I. Orion 40 HP, 112 kg, il compatto albero a camma singola in testa (SOHC) e la lunga corsa del pistone garantiscono una migliore coppia a basso regime, per eccellenti prestazioni in accelerazione. 2 valvole per cilindro, regime massimo 5.500 - 6.000 giri/min. Ideale per barche con barre e consolle in alluminio, gommoni con chiglia pneumatica, barche di servizio e pontoni. Possibilità di manetta a chiesuola, laterale destra, laterale incasso, 5 anni di garanzia, avviamento elettrico (accensione a chiave). Sterzo compatibile con barra Big Tiller, kit barra, telecomando. Colore Phantom Black, possibilità di finanziamento 20 o 30 mesi, tel. +39 0761/612036 - info@nauticafioro.it



Motore Mercury Verado 600 HP. Tantissime innovazioni tecnologiche, 7.600 cc, V12, potenza e prestazioni, trasmissione automatica a 2 rapporti, piede sterzante in modo indipendente, due eliche controrotanti, eccezionalmente fluido e silenzioso, autonomia superiore, tel. +39 059/798915 - www.montorsisport.com



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



Motore Mercury 9,9 CT mai andato in acqua, con trim e monoleva, immatricolato febbraio 2024, 4 tempi carburato, euro 2.600, cntirreno@libero.it, tel. +39 0766/1885531 - +39 338/1842947



Motore Mercury 40 PRO con possibilità di finanziamento a tasso zero, dotazione elica di alluminio con passo a scelta, euro 6.200, cntirreno@libero.it, tel. +39 0766/1885531 - +39 338/1842947



Motore Selva Dorado 40 XSR E.F.I., questa versione a 40 cavalli è stata sviluppata per erogare una coppia di spunto particolarmente interessante, mantenendo i consumi a livelli veramente contenuti. La brillante risposta ai comandi del pilota ne fa il motore ideale per chi non vuole accontentarsi. Il motore più potente della categoria di grande qualità, potenza Kw29,4 Regime max. (giri/min.) 5000 - 6000 Tipo di motore 4 tempi SOHC 8 Valvole Cilindrata c.c.996, euro 6.460, tel. +39 0761/612036 - info@nauticafioro.it



Motore Selva Swordfish 115XSR E.F.I. versione appositamente sviluppata ricercando il massimo in termini di coppia di spunto. Con i consumi estremamente contenuti e la pronta risposta all'azione dell'acceleratore è compagno insuperabile per emozioni uniche. Pari potenza di un 140 HP, potenza HP 115 XSR EFI, potenza Kw 84,6 Regime max. (giri/min.) 5.300/6.300. Tipo di motore 4 tempi DOHC - 16V Cilindrata c.c. 1.832, euro 12.350, tel. +39 0761/612036 - info@nauticafioro.it



Motore Selva Spearfish 100XSR anno 2023, circa 90 ore, già tagliando, perfetto con ancora 4 anni di garanzia ufficiale Selva, monoleva laterale e strumento LCD 3,5" nuovi, elica in alluminio, euro 9.900, tel. +39 059/798915 - www.montorsport.com



Motore Yamaha F175 CETX 2020 coppia di motori, giugno 2020 con circa 520 ore di moto, condizioni eccellenti, tagliandi ufficiali Yamaha, barra di accoppiamento motori e Rigging (strumentazione e bileva comando) non compreso nel prezzo, ma fornibile con quotazione separata, euro 21.000, tel. +39 0182/87831 - info@fourmarine.it



Olio piede HPF PRO 0,32/oz. Utilizzare il lubrificante HPF PRO per i fuoribordo ad alte prestazioni e per i piedi poppieri. HPF PRO è un lubrificante di serie per piedi e scatole ingranaggi dei fuoribordo a marchio Evinrude e Johnson costruttore BRP, euro 20,57, tel. +39 0761/612036 - info@nauticafioro.it



Passo uomo Offshore R30 10 gr, Gebo elegante, a basso profilo. Il telaio superiore si estende completamente sopra il telaio inferiore senza flange. Questo copre completamente le viti di fissaggio. Le viti di fissaggio di base sono quindi coperte dal telaio superiore per un aspetto liscio e una maggiore sicurezza. La forma del telaio inferiore è idrorepellente anche quando è aperto o in posizione di ventilazione. I boccaporti Gebo non hanno bracci di supporto e le cerniere a frizione mantengono il portello aperto in qualsiasi posizione desiderata. Tutti i portelli sono dotati di chiusure a chiave all'interno e possono essere aperti anche dall'esterno. Spessore vetro: 10 mm. Radius: 30 mm. Larghezza 261, altezza 261 mm, euro 329,95, tel. +39 011/19622026 - www.svb-marine.it

Posto barca vendesi o affittasi a Marina degli Aregai (IM), 16x4,50 m, pontile L 63, no diga, centro porto, vendita euro 49.000, affitto euro 6.900, scadenza 2037, tel. +39 035/4428144 - meghinox@meghinox.it - Sig.ra Lara - Paola



Radiofaro di emergenza EPIRB1 ha una lunga durata della sua batteria, fino a 10 anni. Essendo il più compatto al mondo può essere sempre a portata di mano. Grazie alle sue dimensioni ridotte può essere anche facilmente conservato nel suo supporto a sgancio rapido o posto in una borsa per le emergenze o sulla zattera di salvataggio. Il dispositivo è caratterizzato da un GPS a 16 canali, da un'antenna retrattile e da dimensioni compatte (H 178, Ø 89mm). Una semplice calotta di protezione posta sui pulsanti impedisce l'attivazione accidentale, ma al contempo permette un utilizzo semplice quando necessario. L'EPIRB1 dispone inoltre di due luci stroboscopiche molto brillanti per massimizzare la visibilità in condizioni di scarsa illuminazione. L'antenna retrattile offre la massima protezione e un profilo ridotto per lo stivaggio. In caso di necessità, tirandola delicatamente, l'antenna è facilmente predisposta. Per lunghe navigazioni in mare aperto o sull'oceano, l'Ocean Signal EPIRB1 garantisce un'eccezionale durata operativa di 48 ore, con la possibilità di essere inserito nel suo contenitore a sgancio rapido (obbligatorio per le navi autorizzate ai sensi della normativa SOLAS), euro 634,95, tel. +39 011/19622026 - www.svb-marine.it



Sedia regista Capri in legno di faggio massello tinto teak con cerniere in ottone "marine grade" garantita per l'utilizzo in nebbia salina, inoltre, è stabilizzata ai raggi U.V.,

con appoggi realizzati in modo da non danneggiare il ponte in teak. Ha una struttura che resiste alle sollecitazioni meccaniche dovute al beccheggio e al rollio. A richiesta è anche possibile avere colori custom, tel. +39 081/0105633 - www.woodworks.it



Shampoo a base di cere pregiate deterge delicatamente qualsiasi superficie dell'imbarcazione, rilasciando sulle stesse un velo di cera autolucidante e protettivo; adatto a imbarcazioni in fibra di vetro. Non contiene né siliconi né derivati degli stessi. Usare come un comune shampoo, diluendolo con acqua in percentuale dall'1% al 5%. Si consiglia di testare sempre qualsiasi prodotto in un'area piccola e nascosta, tel. +39 099/8271746 - +39 099/8272091 - www.blue-marine.it



Tavolo ISCHIA pieghevole in teak, ideale per l'uso in barca, ma indicato anche per casa e giardino. È realizzato a carabottino, con cerniere in acciaio inox. Può essere anche una valida alternativa al tavolo fisso, tel. +39 081/0105633 - www.woodworks.it



Tenda a rullo oscurante per boccaporti LEWMAR, 2 g, questa tenda oscurante per i portelli LEWMAR è perfetta per l'ambiente marittimo. Tessuto idrorepellente e resistente ai raggi UV. È facile da montare e regolare. Il tessuto è facile da pulire. Il design moderno è esteticamente adatto a qualsiasi barca e offre una soluzione perfetta per la protezione da insetti e luce, euro 78,95, tel. +39 011/19622026 - www.svb-marine.it

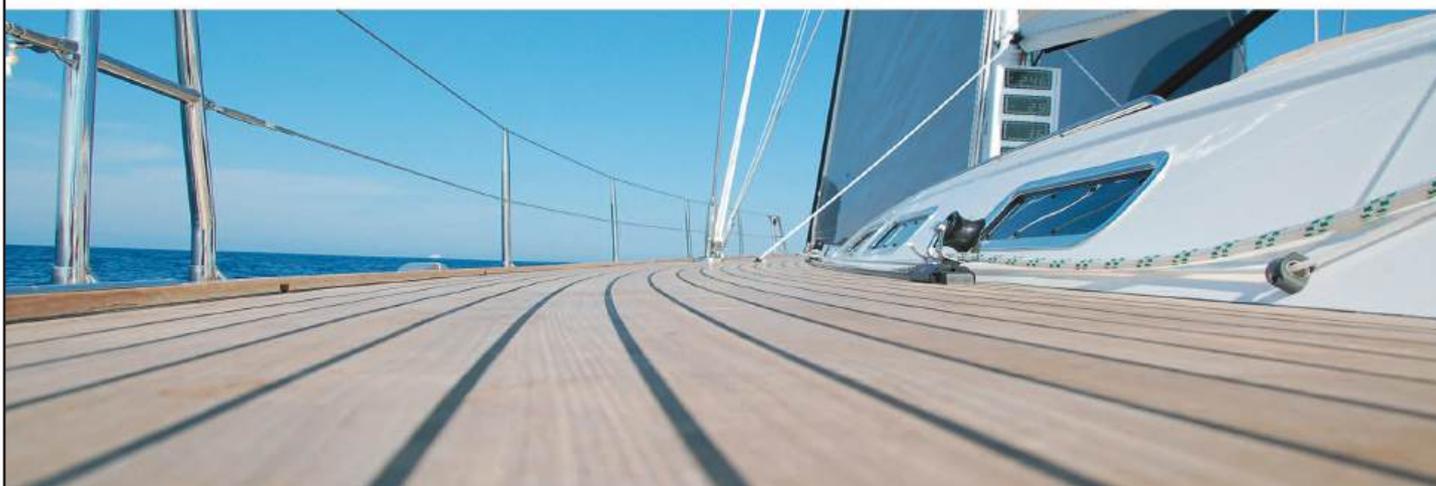
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Tender Lomac 300 in Hypalon Orca, timoneria, gavone di prua, gavone seduta guida con cuscino, motorizzato con Mercury 15 HP, 2T, avviamento elettrico e idroali, la consegna si effettua solo presso la nostra sede di Modena, euro 3.800, tel. +39 059/798915 - www.montorsisport.com



Trasmettitore di emergenza Ocean Signal marittimo AIS-MOB2 - CLASSE M avvisa il tuo equipaggio e le imbarcazioni nelle tue immediate vicinanze in modo rapi-

do e sicuro in caso di uomo a mare. Il rescueME MOB2 di Ocean Signal combina la tecnologia di soccorso AIS e VHF DSC con la più recente soluzione conforme alla Classe M dell'AIS per il mercato marittimo. Dopo l'attivazione, la posizione del MOB2 viene regolarmente aggiornata e visualizzata sui plotter abilitati all'AIS. Grazie al GPS integrato, il MOB2 fornisce dati precisi sulla posizione a tutte le imbarcazioni che si trovano nelle vicinanze. Ha dimensioni quasi dimezzate rispetto ai prodotti concorrenti e si adatta perfettamente ai giubbotti di salvataggio gonfiabili. Vanta inoltre un lungo tempo di funzionamento, si può attivare automaticamente tramite un giubbotto di salvataggio gonfiabile, dispone di doppie luci stroboscopiche IR e bianche e di connettività con app mobile NFC. È conforme alle nuove modifiche normative imposte dall'UE in materia di trasmettitori marini AIS. L'integrazione della tecnologia NFC consente agli utenti di pro-

grammare comodamente il MOB2 OceanSignal con i numeri MMSI tramite un'app e di accedere ai dati del dispositivo dal proprio cellulare, euro 459,95, tel. +39 011/19622026 - www.svb-marine.it



Trasmettitore di emergenza rescueME PLB1 a oggi il trasmettitore di emergenza marino più piccolo sul mercato. Il rescueME PLB1 ha un volume ridotto del 30% rispetto a dispositivi analoghi e si adatta quindi comodamente a tutti i giubbotti di salvataggio. Per la massima sicurezza semplicemente premendo un pulsante: il PLB1 può essere acceso in modo semplice e veloce con una sola mano. Una linguetta a molla impedisce l'attivazione accidentale del trasmettitore di emergenza marina. Una volta

attivato, il PLB1 trasmette immediatamente la tua posizione e l'ID tramite un collegamento satellitare, assicurandoti un rapido soccorso. Una luce stroboscopica estremamente luminosa sul dispositivo assicura una facile individuazione anche di notte. Il PLB1 è dotato di un'antenna estensibile e dispone di un ricevitore GPS a 66 canali. Frequenza: 121,5 MHz, intervallo di controllo: 400 Hz - 1300 Hz. Dimensioni (AxLxP): 77 x 51 x 32,5 mm, peso: 116 g. Prezzo euro 384,95, tel. +39 011/19622026 - www.svb-marine.it



Zanzariera per passo uomo Offshore, 40 gr, adatta per Gebo Offshore. Misura 40. Dimensioni interne: 450x320 mm, euro 109,95, tel. +39 011/19622026 - www.svb-marine.it

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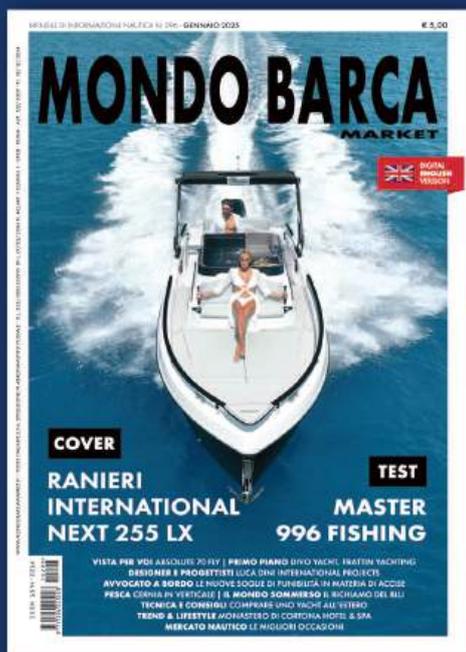
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