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TEST

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VISTA PER VOI AZIMUT SEADECK 7 | DESIGNER E PROGETTISTI MARCO CIAMPA

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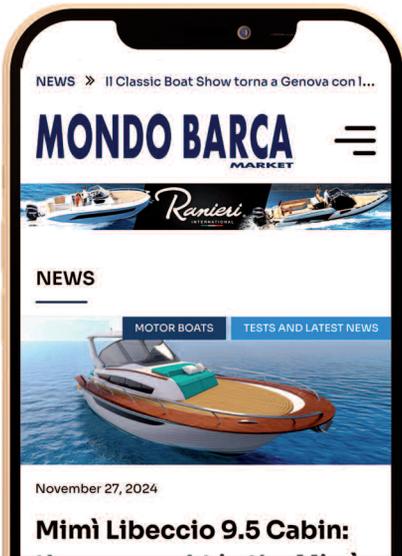
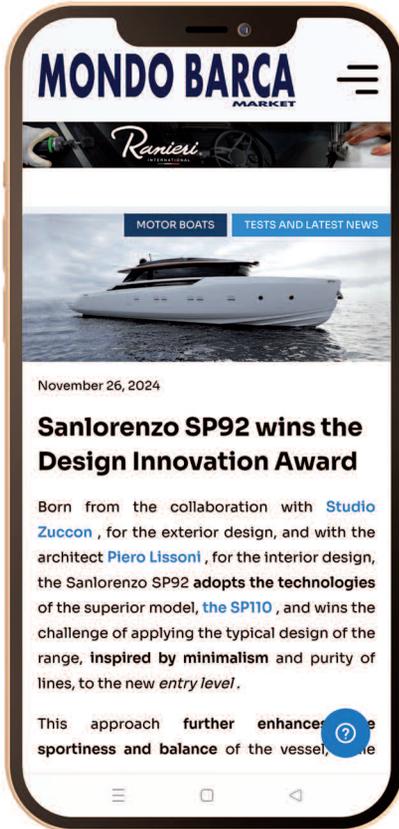
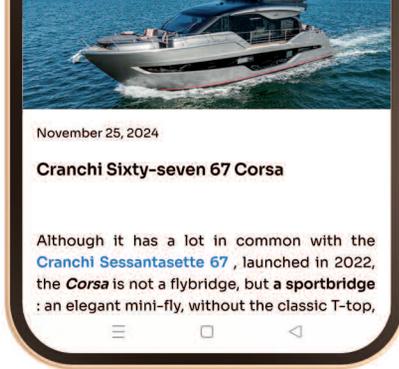
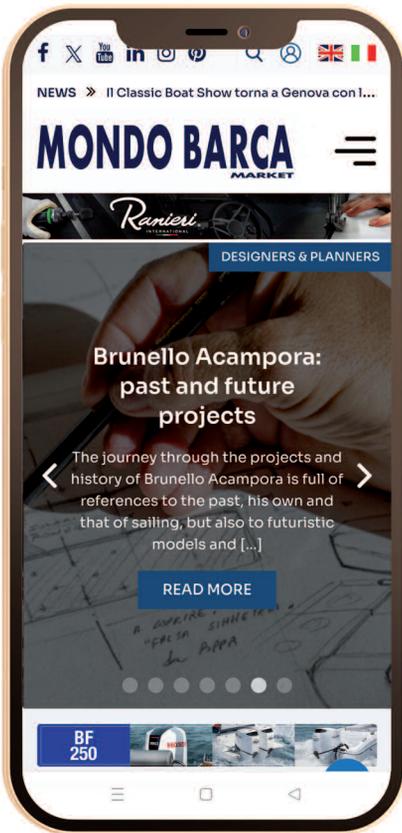
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Exclusive distribution for newsstands in

Italy: SODIP SRL with sole shareholder
Via Monte Grappa, 7 - Bergamo
Phone +39 02 660301 - +39 02 66030320

Registered at the Court of Civitavecchia
No. 19 of 16.07.20099

Printing Tuccillo Arti Grafiche Srl

BACK ISSUES:

Back issues cost double the cover price.
For information, call +39 06 99806045

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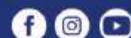
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EDITORIAL

With the arrival of summer, the desire to experience the sea grows stronger, but for the boating sector, the excitement is not merely seasonal. The industry is in constant evolution, driven by an increasingly attentive and aware demand. Design, efficiency, and a sustainable vision are no longer just trends: they are clear trajectories that the most forward-thinking shipyards are determinedly pursuing.

The key players featured in this issue confirm it strongly. Azimut is charting new courses with the Seadeck 7, which combines elegance, technology, and sustainability thanks to a full hybrid architecture that looks straight into the future. It is a tangible example of how luxury cruising can be redefined with a careful eye on the environment, without sacrificing comfort or performance.

Beneteau and Honda, with the Antares 11, present a surprising proposition: the new Honda BF300 V8 engines enhance the hull's lines and onboard livability, giving life to a versatile boat designed for onboard wellbeing, yet capable of brilliant performance, ideal for outings at sea in good company, with no compromises.

And BSK, with the Skipper 42NC, raises the bar in the world of maxi RIBs: sporty lines, high-level construction, and carefully considered solutions offer a

boating experience that is as thrilling as it is incredibly relaxing. Three different souls, one direction: to innovate. Always, with style.

That same direction is echoed in the leadership of Confindustria Nautica. Piero Formenti has been elected president of the trade association for the 2025–2029 term, with 94.4% of the vote, an expression of unity and participation, rooted in an inclusive and industrial vision.

With a strong speech focused on overcoming divisions and enhancing the entire supply chain, Formenti highlighted crucial themes: training, promotion of Made in Italy, development of Southern Italy, sustainability, and European representation. A leadership that aims to relaunch nautical culture and Italian manufacturing with pragmatism and concrete action.

In this context, the Government's "move" also stands out: the awarding of the 2027 America's Cup to Naples sends a powerful message about how sport, tourism, and boating can come together to generate value. It's a unique opportunity for the South, but also for the entire boating sector, which is now called upon to demonstrate its capabilities in terms of vision, appeal, and expertise.

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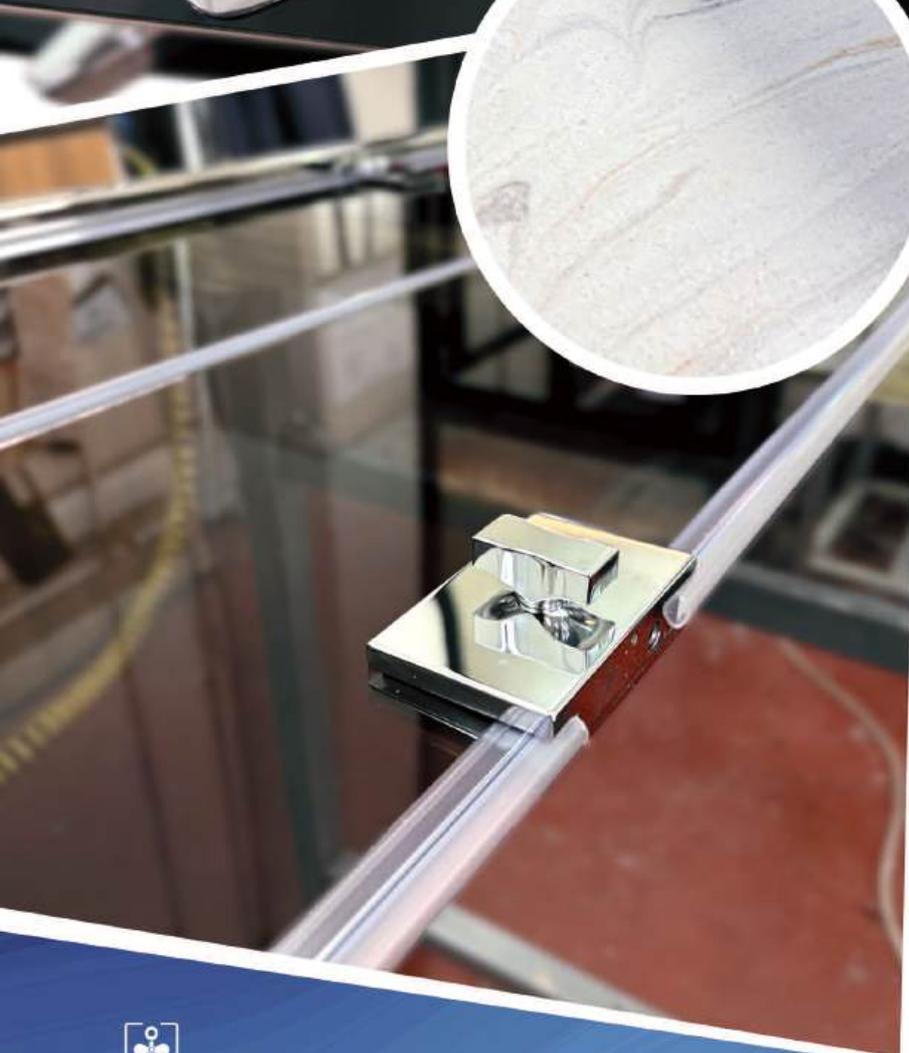


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AZIMUT SEADECK 7

LUXURY MEETS SUSTAINABILITY AT SEA

written by Elisa Annesi

Azimut Yachts launches the Seadeck 7: 21.7 meters of green innovation and comfort, awarded in Singapore during the 2025 Yacht Style Awards and winner of the 2025 Miglio Blue Design Awards in the “General Concept” category. The yacht marks a new chapter in hybrid boating, being the first in its segment worldwide to feature a full hybrid propulsion system combined with IPS transmission, becoming a symbol of sustainable navigation according to the Avigliana-based shipyard.



The Azimut Seadeck 7 represents a new milestone in the evolution of sustainable luxury yachting. It is not the shipyard's first hybrid yacht, but it is the first in the world to combine a hybrid-electric propulsion system with Volvo Penta's IPS transmission, allowing for fully electric navigation without the need for a generator on board. This project brings together comfort, efficiency, and deep respect for the environment, reaffirming Azimut Yachts' pioneering vision for the ecological transition of the boating industry. The yacht showcases the state-of-the-art solutions currently available to reduce consumption and emissions. Over a year of average use, an environmentally conscious owner can achieve a CO₂ emissions reduction of up to 40% compared to vessels of similar weight and size with shaft line propulsion and a traditional hull. Of this reduction, 30% is achieved through optimized naval architecture and extensive use of carbon fiber to reduce weight, while the remaining 10% comes directly from the integration of the hybrid system and the most innovative electrification technologies. The full hybrid system installed on the Seadeck 7 thus opens new frontiers in recreational boating, making the benefits of electrification accessible even to medium-sized family-run motoryachts.

DESIGN AND ARCHITECTURE

Resulting from the collaboration between Alberto Mancini for the exterior design and Matteo Thun & Antonio Rodriguez for the interiors, the Seadeck 7 features a design that dissolves the boundaries



between indoor and outdoor spaces. Large glazed surfaces, the spacious cockpit, and the innovative aft "Fun Island" area create a visual continuum that enhances natural light and direct contact with the marine environment. A distinctive element of the Seadeck series, the "Fun Island" offers a contemporary reinterpretation of the cockpit: an open terrace facing the sea, free of barriers, that transforms as needed into a relaxation area, dining zone, or social space. The fold-down wings and the aft platform with a wide staircase facilitate access to the water, making this multifunctional area the beating heart of life on board. The interior design blends comfort with a strong sense of wellbeing, using natural, recycled, and recyclable materials in line with the design philosophy of Matteo Thun & Antonio Rodriguez. The layout includes four guest cabins and one crew cabin, for a total of 8 berths plus two additional ones. Every space is designed to offer privacy and continuity with the seascape.

A GREEN HEART WITH HIGH PERFORMANCE

In its standard configuration, the Seadeck 7 is equipped with two Volvo Penta IPS 1200 engines, each delivering 900 HP, while IPS 1350 engines with 1,000 HP are available as an option. The yacht reaches a top speed of 31 knots and cruises comfortably at around 23 knots. The hybrid-electric system enables fully electric navigation at speeds up to 11 knots, with seamless switching between electric and thermal power, without the need for a generator on board.





The Hybrid Boost provides powerful acceleration, while the energy recovery system recharges the batteries while cruising. Fast Charging mode allows for rapid battery recharging using the thermal engines. At anchor, the batteries can power onboard services for up to 12 hours, ensuring a quiet and environmentally friendly experience.

At the heart of these performances is a fiberglass structure reinforced with carbon fiber, which ensures lightness and strength. The deep V-planing hull

guarantees excellent performance even in rough seas.

RECOGNITION IN THE ASIAN MARKET

Ahead of its debut in the Asia-Pacific region, at the Singapore Yachting Festival, the Seadeck 7 was awarded the 2025 Yacht Style Award in the “Motoryacht 21–24m” category. The jury acknowledged the innovations introduced on board, particularly the use of R-PET and the modular layout that enhances the “Fun Island”. The ceremony was held on April 8 at ONE°15

Marina Sentosa Cove in Singapore, confirming the growing success of the Azimut brand in the Asian market. This expansion is also underscored by the “Best Domestic Dealer in Asia” award presented to Tam Son Yachting, Azimut’s exclusive distributor in Vietnam.

Added to this is the double recognition from the 2025 Best of the Best Awards, presented by the Hurun Research Institute, which honored both Azimut and the Seadeck 7 for their commitment to a more sustainable and technologically advanced future.



On May 12, 2025, the Azimut|Benetti Group announced the nomination of Andrea Antichi as General Manager of the Azimut division. “After nineteen years at Ferrari, a symbol of Italian automotive excellence around the world, I have chosen to come on board with excellence in the yachting industry”, stated Andrea Antichi.



WATCH THE VIDEO



AZIMUT SEADECK 7

TECHNICAL SPECIFICATIONS

LOA (incl. pulpit)	21.70 m
Maximum beam	5.48 m
Draft (incl. propellers at full load)	1.54 m
Full load displacement	45.5 t
Construction material	GRP + carbon fiber
Exterior designer	Alberto Mancini
Interior designer	Matteo Thun & Antonio Rodriguez
Hull	Deep V-planing
Cabins	4+1
Berths	8+2
WC	3+1
Engine	
standard	Volvo Penta IPS 1200 2X900 HP
optional	Volvo Penta IPS 1350 2x1,000 HP
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Cruising speed	23 nodi
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BENETEAU ANTARES 11

GENEROUS SPACE, POWERFUL ENGINES...

written by Luciano Pau



An ideal cruiser for weekends or holidays with friends and family, the Beneteau Antares 11 becomes a fun and surprisingly high-performance boat when paired with a duo of brand-new Honda BF300 V8 outboards.



Two brands that need little introduction. On one side, a symbol of all-round boating, the French Beneteau; on the other, Honda Marine, which is carrying forward its development program with the launch, in January, of the BF300 V8. A truly interesting and, in some ways, unexpected pairing. Why? Well, if we consider that the hull already weighs 6 tonnes unladen and exceeds 7 tonnes with engines and load on board during the test, it might seem “not easy” to reach 40 knots with 600 horsepower on the transom. Yet that’s exactly what happened.

The generous Honda BF300 V8s, direct derivatives of the BF350

V8s that we’ve already had the chance to appreciate on several occasions, have proven to be up to the task, also showing fuel consumption figures that, if one stays within the rpm range that activates ECOmo, do not exceed a total of 100 litres/hour.

It was a test we were curious about, and in Ostia (Rome) we satisfied that curiosity during the meeting organized by Honda Marine to present to the national and international press this outboard, which some had already seen as a static display preview at boot Düsseldorf. An engine that, moreover, adds another piece to the puzzle in Honda Marine’s effort to recover the “lost time”

compared to the competition during the years between the release of the last version of the BF250 (2018) and the unveiling of the BF350 V8 (2023).

The 300-horsepower engine meets very high quality and technological standards, ensuring power and moderate fuel consumption. An outboard specifically designed for marine use and not adapted, refined down to the details to guarantee durability, ease of service, and fast battery charging times. This aspect shouldn’t be underestimated, as Honda has focused its attention not so much on the alternator’s charging power (70A), but rather on its battery recharging speed,

WATCH THE VIDEO





thanks to the adoption of a boost system that kicks in as early as 750 rpm.

As mentioned, it is the “little brother” of the BF350, also an 8-cylinder with a 60° V-architecture, 32 valves, VTEC system, newly designed lower unit, and minimal vibration during cruising thanks to Honda’s NSX crankshaft balancing. This results in notable onboard comfort combined with quiet operation, ensured by an intake system deliberately positioned at the rear of the engine. All to the benefit of long crossings in total relaxation.

To all this, we can also add an attractive and powerful aesthetic, whether you choose the Aquamarine Silver or the Grand Prix White version.

While waiting to start the engines and head out for the test, let’s take a tour on board the Antares 11, the “almost flagship” model of the Antares range, available in both Coupé and Fly versions, and classed as a pleasure boat thanks to a homologation length of 9.99 metres.

We begin at the stern, where, next to the engines, there are two platforms, one of which is equipped with a boarding ladder. Through a stainless steel gate, you enter the cockpit, where on the left we find the sliding L-shaped bench seat. Thanks to some tracks fixed to the deck, the transverse bench

can be moved forward or backward, increasing the space, which can accommodate up to 7 people at once.

Moreover, on the starboard side, part of the bulwark is foldable, transforming into a “terrace on the water” or a lateral swim platform.

In the middle of the bench, on the closed lid of the storage locker beneath, a table can be installed to turn the area into a dining or secondary sunbathing space, depending on how the supplied supports are used. The bench’s backrest is also foldable, allowing it to be used as a sunbed.

The cockpit is fully covered by the fiberglass hardtop extending from the cabin area. From the cockpit, one can now choose to go forward to the bow or enter the interior. Let’s stay outside for now, and by taking the starboard side deck, wider than the one on the opposite side and with a higher and more protective bulwark, we come across a side gate that facilitates boarding or disembarking.

The bow area features the anchor and electric windlass at the extremity, while a large sunpad made up of several cushions dominates the centre.

The central cushion, if flipped, reveals cup holders. All around, sturdy handrails with stanchions offer safety and grip for anyone staying or working in this



area.

Let's head back and visit the interiors. Access from the cockpit is via a sliding door that can completely isolate the interior from the outside. The internal headroom is about two metres and the living space includes, to the right, a fully equipped galley with stove, sink, storage units, wall cabinets, and refrigerator, and opposite an L-shaped sofa with table. This table, when raised, forms a second lunch area, and when lowered and topped with a cushion, becomes an additional berth. The small seat at the end is reversible, so it can be used either as part of the sofa

or as a co-pilot's seat.

The space is extremely bright thanks to perimeter glazing, which can be darkened with appropriate curtains if needed. The helm station is located to starboard and includes a side sliding door for quick access to the side deck, particularly convenient during docking and undocking. It features a single-seat helm with a lift-up cushion and a wide dashboard designed to accommodate MFDs and engine instruments, stereo and VHF radios, a steering wheel connected to a Sea Star electro-hydraulic system, Honda's iST electronic dual-lever

controls, and the Ultraflex joystick made for Honda.

Footrest and windshield wipers complete the layout.

A few steps down take us to the sleeping quarters. Opposite is the main cabin with a raised double bed, windows overlooking the water, lights, spotlights, and a hatch. The cabin can be closed off with a door, and a second door gives direct access to the head, which includes all amenities, storage units, and a separate shower stall. The bathroom can also be accessed from an additional door facing the hallway. The guest cabin is laid out transversely and features a

double bed, a settee at the end, lighting, various compartments and lockers. Here too, large windows overlook the water, for a pleasant awakening experience.

The space created on board by Sarrazin Design is considerable and, as in a camper or caravan, there is room for everyone. "Everyone" amounts to 8 people if choosing category B certification, and goes up to 11 for category C certification.

THE SEA TRIAL

Now it's time for the actual test. A brief check of the loads on board, which amount to 400 litres of fuel (50% of the total capacity), 50 litres of water, safety equipment and three crew members.

It's mid-April, on a day that offers favourable conditions both in terms of weather and sea. We are, in fact, dealing with calm sea, a light breeze announcing an incoming front, and a sky that at times warms us with sunshine and for time to time goes from sunshine to covered in clouds. The hull was designed directly by Beneteau Powerboats.

We begin the measurements at 600 rpm, which corresponds to a speed of 3 knots. We increase by steps of 500 rpm, but to avoid boring you, we'll move straight to the minimum planing speed, a condition we previously achieved after just 4". Well, despite





the overall weight, the hull continues to plane down to 2,900 rpm, at 12.7 knots, recording total fuel consumption of 50 litres/hour. As we reach 3,000 rpm, the ECOmo system kicks in to assist—the well-known “performance and consumption optimiser” by Honda Marine. The display on the dashboard immediately provides navigation data, which are: speed of 14.2 knots and consumption of 60 litres/hour. We press again on the iST control set to “one lever” to operate both engines with a single lever. At 3,500 rpm the speed is just over 20 knots, at 3,800 rpm it reaches 25 knots with consumption at 82 litres/hour. The trim is set at 25% of its travel and we keep it there even at 4,000 rpm, with a resulting

speed of 27 knots and consumption reaching 98.8 litres/hour. As the rpm increases, we don’t notice any increase in noise. We can easily talk in the cabin without raising our voices, which makes everything more pleasant. The valuable ECOmo will assist us for another 500 rpm, after which, upon reaching 4,500 rpm and with the trim raised to 30%, we will have to do without it. We’re cruising at 30.4 knots and consuming about 134 litres/hour. It’s time for the final rush. Trim up to 50% and throttle down. First, we reach 5,000 rpm consuming 158.4 litres/hour, then we nearly hit 40 knots (39.9 to be exact) at 5,500 rpm, with a total consumption of 216 litres/hour. We’re still 500 rpm short of reaching the 6,000 rpm

mark, but since we can’t hit it, we’ll settle, so to speak, for this. Strengths of the boat and engines during navigation? As far as the Honda outboards are concerned, definitely their quietness, responsiveness to acceleration, their controlled and controllable power, and the fuel consumption, especially when ECOmo is active. As for the Antares 11, we can simply say that it offers smooth, safe and comfortable cruising. It’s true that the sea is calm, but the hull’s behaviour is still linear both in straight-line navigation and in turns—manoeuvres that, with outboards, can be performed with absolute precision.

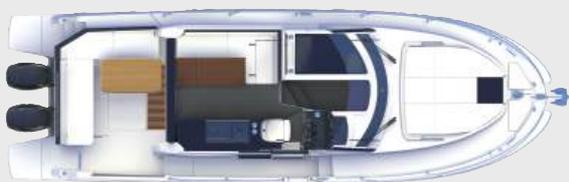
BENETEAU ANTARES 11

TECHNICAL SPECIFICATIONS

LOA	11.08 m
Certified length	9.99 m
Beam overall	3.51 m
Hull weight (empty)	6,148 kg
Fuel tank	2x400 l
Water tank	200 l
Passenger capacity	B8-C11
Berths	2 + 2 + 2
Maximum power	2x300 HP
CE certification category	B/C
Price	from € 208,600 + VAT hull only with standard equipment

ENGINE

Technology	4-stroke SOHC
Power	300 HP
Cylinders	8 a V 60° - 32 valvole VTEC
RPM	5,000 – 6,000 rpm
Displacement	4,952 cc
Bore x stroke	89 x 99.5 mm
Alternator	12V 70 A
Fuel system	PGM-FI (programmed fuel injection)
Weight	355 kg
Gear ratio	1.79:1
Available colours	Aquamarine Silver Grand Prix White
Price	starting from € 34,233 VAT included in Grand Prix White



CONDITION ON TEST

Location	Ostia (Rome)
People on board	3
Water and sea condition	partly cloudy skies, calm waters, light breeze
Fuel volume on board	400 l
Water volume on board	50 l

ENGINE

Outboard	2 x Honda BF300
Propeller	3-blade stainless steel, 16" x 17" pitch

CRUISING SPEED

20,4 | **3.500** | **71,4**
knots | rpm | l/h

NAVIGATION DATA

RPM	SPEED	CONSUMPTION	TRIM
	knots	l/h	%
600	3	5.6	0
1,000	4.5	10.4	0
1,500	6.4	17.6	0
2,000	8.4	27.2	0
2,500	9.7	43.6	0
2,900	12.7	50	0
3,000	14.2	60	0
3,500	20.4	71.4	25%
3,800	25	82	25%
4,000	27.1	98.8	25%
4,200	30	121.4	30%
4,500	30.4	134	30%
5,000	35	158.4	50%
5,500	39.9	216	50%

*ECOmo mode

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BSK SKIPPER 42NC

A SOPHISTICATED MAXI RIB WITH THRILLING PERFORMANCE

written by Marco Ballerio



The Skipper 42NC is a modern maxi RIB that promises a captivating boating experience, combining the comfort of spacious, refined areas with the breathtaking performance of a sporty hull featuring no less than four steps. Let's see how it performs at sea with a pair of Volvo Penta D6 440 HP diesel sterndrives.



With an overall length exceeding 12 metres, the 42NC is the flagship of the Skipper Powerboats range, built by the Greek shipyard BSK Marine, an innovative and cutting-edge company in the design and construction of high-performance premium RIBs. The Skipper 42NC is impossible to miss: it features a distinctive and seductive design, with modern lines and stylistic elements that boldly express its dynamic and sporty character. The tubes taper elegantly in the bow sections, leaving room for the pronounced forward topsides of the high, streamlined bow. The sleek hull design is also characterised by the reversed sheer line, a stylistic signature of the Skipper RIB fleet. The superstructure volumes are well balanced, with a streamlined central deckhouse of sporty design and a hardtop that integrates harmoniously with the overall style of the boat without weighing it down. The 42NC is designed to be powered either by outboard engines or sterndrives, enhancing its versatility.

The hull structure can accommodate up to four Mercury Racing 500 HP outboards, with which the boat can reach speeds close to 90 knots, thanks to its sophisticated deep-V hull with four steps and a

25° deadrise at the transom. Moreover, the four steps allow the 42NC to cruise not only with high performance but also efficiently.

In fact, on plane, the steps channel air bubbles beneath the hull, creating a cushion between the water and the hull that reduces drag, thereby increasing speed and reducing fuel consumption.

The Skipper 42NC offers plenty of open-air space, with comfortable settings and attention to detail in the finishes. If it weren't for the hatch set into the top of the streamlined deckhouse revealing the cabin below, one could say we were aboard a large open centre console. The flush deck allows for easy movement from stern to bow with no steps in the way.

On board the sterndrive-powered 42NC, there is a large swim platform that opens directly onto the sea, making swimming and water activities even more enjoyable. This platform is easily accessible via side walkways built into the structure of the large aft sunbed, well protected by the fibreglass bulwarks above the tubes, equipped with sleek, practical handrails running elegantly along the gunwales. Lifting the deck section integrated with the sunbed structure via electro-hydraulic controls reveals the





engine compartment, where the two engines, the hydraulic pumps of the stern drives, the water heater, and part of the electrical system with five batteries can be easily inspected.

The aft cockpit is furnished with two opposing sofas spanning the same width as the sunbed, leaving ample space for movement in this area; the aft-facing sofa borders the sunpad, while the forward-facing one backs onto the bar unit, equipped with a hidden sink and refrigerator, positioned behind the helm station.

By adding the table between the two sofas, a dinette for up to eight people is created.

We appreciated the attention to detail and the elegance of the diamond-stitched upholstery. Particularly appealing are the three sporty, wraparound helm seats. Their ergonomically contoured padding offers secure and comfortable seating, supporting the body well under way. With a flip-up motion, the

seat cushion folds against the backrest to create a leaning post for standing operation.

The helm station, protected by a smoked windscreen, features carbon-finish panels and stretches the full width of the deckhouse, offering plenty of space for instrumentation. The steering wheel is mounted centrally, with a 16-inch chartplotter and engine display positioned in front. A second 16-inch multifunction display is mounted to the left of the console, while the VHF radio, JL Audio infotainment controls, and wireless smartphone charger are found to the right.

On either side of the wheel, the electronic throttles are mounted to starboard, with the manoeuvring joystick to port. Storage compartments and practical grab handles are also included.

Through the convenient side walkways, the bow is easily reached and features a V-shaped settee running along the tubes

around an electrically adjustable table, creating a second spacious dinette.

The convivial bow area is completed by a pair of forward-facing chaise longues, partially integrated into the deckhouse structure. By lowering the table to the seat level, this space converts into a second sunbed. The forepeak is equipped for mooring operations, with a pair of retractable cleats and a locker housing the electric anchor windlass.

An electro-hydraulically operated hatch on the starboard side of the deckhouse provides access to the cabin below deck.

A small hallway leads into the area beneath the forward deck, fitted with a double bed for overnight stays.

The cabin is finely appointed, featuring storage compartments and wood panelling. Behind the entrance is a separate head compartment, equipped with a toilet, washbasin, and storage cabinets.



THE SEA TRIAL

We carried out the sea trial in Liguria, in the stretch of sea off Varazze, hosted by Supermarine, the official distributor of BSK Skipper for Italy, Spain and Switzerland. The 42NC is powered by a pair of Volvo Penta D6-440 DPI diesel sterndrives, each delivering 440 HP. The sterndrives are fitted with Duoprop G9 counter-rotating propellers. The throttles are electronic and the steering is electro-hydraulic. There were four people on board, with full safety equipment, 800 litres of fuel and 150 litres of fresh water. Weather and sea conditions were good, with a residual long swell of about 40 cm and sunny skies with a light breeze. Unfortunately, during the sea trial we were unable to measure fuel consumption, as the instrument that records this data was not connected.

We attached the kill switch and left the harbour at idle speed, maintaining 600 rpm at 4.5 knots.

We began to accelerate and the inline 6-cylinder D6 turbodiesels delivered a powerful thrust, lifting us out of the water into planing trim, and before we even realised it, we were already beyond 40 knots. We pushed the throttles to the stops and, optimising the trim with a positive setting of 5 degrees, we reached a top speed of 49 knots at 3,670 rpm. The 42NC sliced through the waves with ease and we appreciated the stability of the hull, which conveyed a sense of security even at sustained speeds.

The soft ride of the hull on the waves allowed us to cruise comfortably at a fast cruising speed of 38

knots at 3,000 rpm.

We tried to put the boat to the test with lateral acceleration during sudden turns, but the hull showed good grip in the water, tackling turns in a stable and safe manner.

We reduced speed to the minimum planing speed, which we recorded at 14 knots at 1,750 rpm. As for acceleration, starting from idle in neutral, the boat got up on plane in about 5 seconds and went from 0 to 40 knots in 20 seconds.

The Skipper 42NC proved to be a high-quality maxi RIB capable of offering a seductive navigation experience, with high standards of comfort and liveability. It delivers breathtaking thrills as soon as the throttles are pushed forward, while not neglecting onboard protection and safety.

It is ideal for enjoying the sea on day trips with friends and family, in the comfort of spacious and refined open-air social spaces. The below-deck cabin also offers the owner the opportunity to extend their time on board after sunset.

Although the 42NC, when powered by four Mercury 500R outboards, can handle a maximum output of 2,000 HP, enabling exuberant top speeds, the “calmer” test version with twin Volvo Penta diesel sterndrives of 440 HP each seemed to us a balanced solution, allowing the flagship to achieve remarkable performance while also keeping an eye on fuel consumption.

BSK SKIPPER 42NC

TECHNICAL SPECIFICATIONS

LOA	12.40 m
Beam	3.60 m
Displacement (empty)	6,200 kg
Passenger capacity	12
Fuel tank	880 l
Water tank	170 l
Deadrise at stern	25°
Maximum power	4x500 HP
Outboard engines	4xMercury 500R
Test engines	2xVolvo Penta D6-440 DPI
CE certification category	B



EQUIPMENT

STANDARD

LED lighting system and underwater lights; soft foam deck flooring (Soft Foam Deck); hardtop with fully enclosed windshield, wiper and water jet; cabin with toilet, electric toilet, glass sink, faucet/shower, floor drainage system, black water tank, double bed, wardrobe; matte carbon effect dashboard; Ultra Marine 8 kg anchor (remote control); 3 Raymarine Axiom 12" displays; transducer, VHF, chartplotter; JL audio system (6 speakers of 7.7", 2 subwoofers of 10", 2 amplifiers of 700W); bow thruster; 220V/110V battery charger, dock socket; refrigerator and faucet in the wetbar; 1 wireless phone charger; fresh water wash system; 2 LED illuminated cup holders in the cockpit; 4 LED illuminated cup holders in the front area; stern sunshade with 2 carbon poles; foldable silver aluminum mooring cleats; toolbox; set of ropes and fenders; electric pump for inflating the tubes; stern shower outlet; Skipper premium towel set.

CONDITION ON TEST

Location	Marina di Varazze
People on board	4
Water and sea condition	sun, calm sea
Fuel volume on board	800 l
Water volume on board	150 l

ENGINE

Inboard	2 Volvo Penta D6-440 DPI 440 HP
Propellers	Duoprop G9 counter-rotating

CRUISING SPEED

38 | **3.000** | /
knots | rpm | l/h

NAVIGATION DATA

RPM	SPEED knots	TRIM degrees
600	4.5	0°
1,000	7	0°
1,500	10.5	0°
2,000	18.5	0°
2,500	29.5	0°
3,000	38	0°
3,500	45.5	0°
3,670	49	5°

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Difficulty: easy



Preparation: 30 minutes



Serves: 4 people

INGREDIENTS

Pepper: 1, red
 Basil: a few leaves
 Extra virgin olive oil: 1 tablespoon
 Anchovies: 8, in extra virgin olive oil
 Trenette pasta: 300 g
 Garlic: 1 clove
 Chili pepper: 1, fresh, mild
 Anchovy sauce: 10 g
 Vegetable broth: as needed
 White wine: as needed
 Lime: 1
 Bottarga (cured fish roe): 20 g
 White wine: 20 g, dry

PREPARATION

Cook the peppers on a hot grill, or in the oven at 220°C for about 10 minutes. Once cooked, close them while still hot in a food bag, so the skin can be easily removed. Remove seeds and inner filaments, then blend the pulp with extra virgin olive oil, some basil leaves, and a pinch of salt. Add to the puree some well-drained and finely chopped anchovies in oil. Store in a container. Finely chop the garlic and chili pepper. In a pan, prepare a sauté with oil, garlic, and chili, taking care not to brown the garlic. Deglaze with white wine and add a ladle of vegetable broth. Cook the trenette in plenty of salted water, draining them al dente. Toss them in the sauce, adding, if desired, more chili and a few drops of anchovy sauce. Finally, add grated bottarga and lime zest. Arrange the pasta on a flat plate, placing a spoonful of red pepper puree in the center.



THE IMPORTANCE OF PREPARATION IN SCUBA DIVING

HOW TO FACE DIVES SAFELY

written by Greta Ferrari

There is a moment, before every dive, when the gaze balances between the surface and the world below, that moment when you are still out of the water, but you know everything is about to begin. It is precisely when you find yourself on that borderline that everything stops. The breath slows down, the heartbeat is heard almost from within. That is where the journey really begins: even before going under the surface, you must go inside yourself.

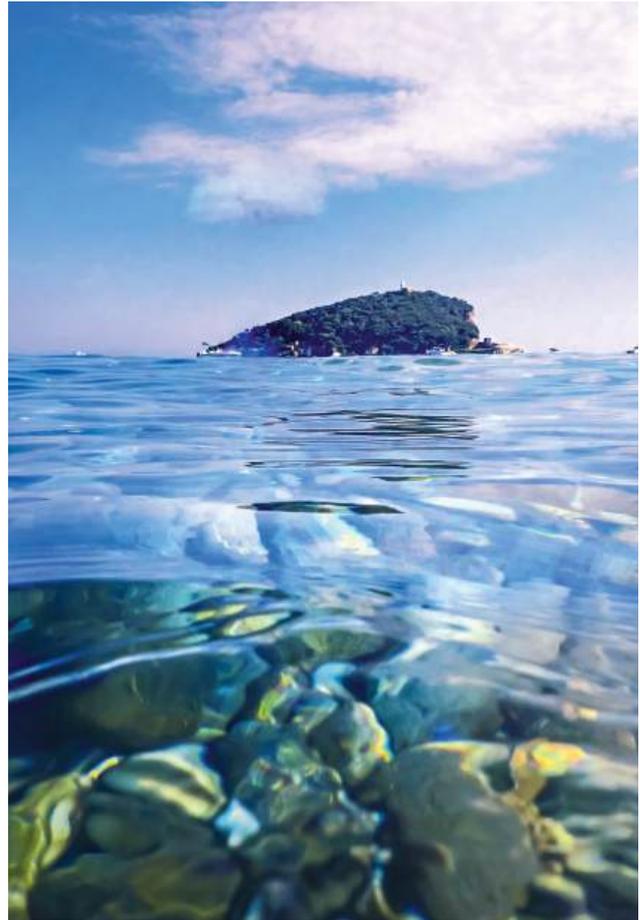
Preparing for a dive does not only mean checking the equipment, verifying the tank pressure, or planning depth and bottom times. Above all, it means listening to your body, calming the mind, and tuning in with the sea. Because the sea, as we know, does not forgive carelessness.

BODY AND MIND: AN INSEPARABLE PAIR

Physical preparation is the foundation. Good physical shape guarantees better air consumption, more agility in the water, and greater resistance to fatigue. But the mental part is often overlooked, and it is precisely there that the difference between a safe dive and a potentially risky one is made. Facing the blue requires clarity, emotional management, the ability to react to unforeseen events in unfamiliar environments. For this reason, working on one’s mental resilience is fundamental. A calm mind is a mind that knows how to decide. A trained mind knows how to distinguish fear from caution.

AWARENESS AND CONCENTRATION TECHNIQUES

Training the mind is as important as training the body, especially in a complex environment like underwater. Among the most effective practices to develop awareness and improve emotional control before a dive are conscious breathing and mental visualization. Diaphragmatic breathing is a simple but very powerful technique: it consists of slowly inhaling through the nose, bringing the air down to the abdomen, holding for a few seconds, and then exhaling in a controlled way through the mouth. Repeated for at least five minutes, this practice helps lower cortisol levels (the stress hormone), slows the heart rate, and stabilizes the psychophysical state. In this way, the diver prepares to enter the water in a state of calm and full clarity. Another useful strategy is anticipatory visualization. It consists of mentally going through every phase of the dive: from gearing up to descent, from equalization maneuvers to movements on the bottom, up to the ascent. This exercise stimulates muscle memory, helps to anticipate possible critical issues, and strengthens confidence in one’s abilities.



It is like creating a “mental map” that guides the body more safely and naturally during the activity. Finally, meditation practices, even just for a few minutes, can train the ability to stay focused on the present, reducing the risk of distractions and promoting a quicker and more rational response in case of unforeseen events.

THE SILENCE THAT TEACHES

Water speaks to us with silence. And only if we are truly present can we listen to it. Every heartbeat, every slowed movement is an invitation to slow down for ourselves as well. Awareness, during the dive, is not just a philosophy: it is a form of active safety. Those who explore the underwater world know that you don’t improvise as a diver. Respect, preparation, and listening are needed. And if there is one piece of advice I would give to those who want to approach this universe, it is to prepare with care and commitment. The sea, if it feels you are ready, welcomes you and changes you.

THE PREDATORS OF OFFSHORE WATERS

written by Davide Acone

When it comes to heading offshore along the Italian coasts, two species of pelagic fish usually come to mind: the Mediterranean spearfish and the albacore, thus limiting our attention to these two possible catches.

In doing so, not only might we, even unintentionally, miss the opportunity for other potential catches, but we also focus all our “hopes” on just two prey, without considering that at any moment we could end up battling a large dolphinfish or a big swordfish.



MEDITERRANEAN SPEARFISH: it rivals the albacore in terms of angler interest, but it is certainly the quintessential prey of Mediterranean offshore trolling. Maybe because, being a billfish, it resembles its big marlin cousins, or maybe for its spectacular jumps, but once you've caught a Mediterranean spearfish, you can consider the fishing trip a success. It usually lingers over not very deep bathymetric areas, ideally between 70 and 500 meters, although it can clearly also be found in deeper waters. The main lures to target it are kona heads, ranging in size from 15 to 30/35 cm.

ALBACORE: its undisputed culinary value probably puts it in second place for interest, or for many anglers, it fully earns the top spot!

Even from a sporting perspective, it holds its own very well, as catching it is not always easy and sometimes requires considerable technical skill. The greatest challenge often lies in the need to sink the lures (minnows) deeply to reach the areas where albacore are more likely to strike. For this purpose, quick-release sinkers are used, even up to 1 kg, although in recent years the use of Monel wire has become widespread. During periods when they are easier to find near the surface, jet konas sized between 15 and 20 cm are also very effective.

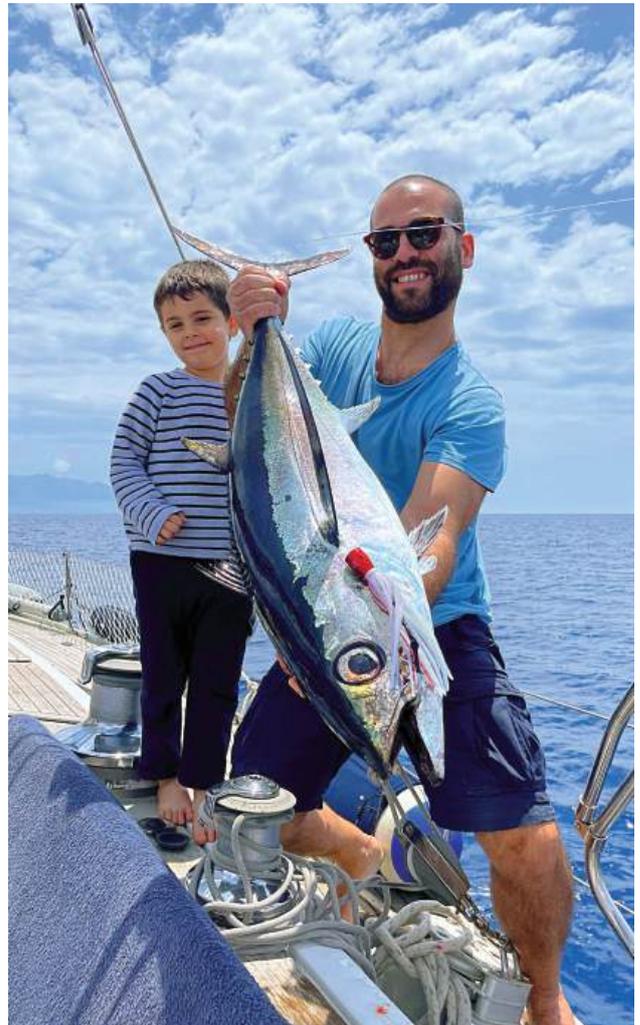
BLUEFIN TUNA: compared to drifting, which might reward you with an oversized tuna, the tuna typically caught offshore are the so-called "school tuna", and their size rarely exceeds 30 kg. To catch these fish, anglers often face the same challenges encountered when targeting albacore, with the difference that, although tuna is also excellent in the kitchen, in these cases it almost always has to be released because it likely won't meet the minimum legal size. In short, it's usually not a targeted catch, but rather a "lucky" one.

SKIPJACK: still little known in our seas, as it has only been spreading increasingly in recent years, migrating from the nearby Atlantic Ocean. It is a type of tuna with black horizontal stripes and iridescent shades on its sides and belly. It usually doesn't grow very large and moves in dense schools, which announce their presence with huge surface frenzies. Their catch is almost always accidental, but if you spot a frenzy of skipjack, it may be a winning choice to pass very close by, trolling some smaller minnows or konas (15–18 cm).

THE MEDITERRANEAN DREAM

The list of species shouldn't be considered complete: there's another participant that's not taken into account at all because it's undeniably rare! Rare, yes, but still possible... and for this reason, perhaps we can consider it a real dream. We're talking about the white marlin, which every now and then has appeared in photos of catches published on social media. Although, to an untrained eye, it might be mistaken for a Mediterranean spearfish, by looking closely we can spot several details that distinguish it from the latter, such as the length of the bill, the robustness of the body, and the shape of the head.

Catching a white marlin in our Mediterranean would undoubtedly represent the fulfillment of a dream for every die-hard offshore angler!



A “SEARCH” SETUP

We’ve talked about the various pelagic predators that the Mediterranean panorama has to offer and their respective “preferences”, but if we didn’t want to be so selective with a particular species, what lures should we trail behind the boat?

A good mixed setup, one that can adapt to multiple species and allow us to carry out a search, might include six to eight rods in the water: the first, positioned centrally at the highest possible point (if a center outrigger is not available), trailed at 100/120 meters and armed with a kona such as Bullet, Jet Monkey or Cube; two outer rods beyond the wake, ideally helped by a pair of outriggers, trailed at 50/60 meters with two konas like Jet Monkey or Cube (on one of these we could place a teaser such as a Bird or Mud Mirror).

We continue by trailing two more rods closer in, at the boundary between the wake and clean water, about 40 meters from the stern, with two more konas like Albacore Tube, Bullet or Bullet Reverse; and finally, a short central rod at about 20/30 meters with a heavy kona like the Heavy Jet.

We finish our setup with two minnows, trailed at 50 and 30 meters, the latter with the help of one or more quick-release sinkers. As for speed, diving lures ideally require a speed no greater than 6.5/7 knots, a speed that also happens to be a good compromise to ensure proper performance of the konas. Alternatively, if we wanted to remove the minnows from the setup, we could push up to about 9 knots.



It’s not particularly appreciated in the kitchen, but its tropical look always makes it a welcome catch.

DOLPHINFISH (MAHI-MAHI): a ruthless predator and fierce fighter that performs incredible acrobatics, its multicolored livery makes it one of the most beautiful fish ever... and it’s also excellent for cooking!

In short, it would have everything it takes to rival the Mediterranean spearfish and albacore, if it weren’t for the fact that encounters with large offshore specimens are fairly rare. However, in recent years their presence has greatly increased, and their catches are becoming more and more frequent. To target them, it is ideal to use jet-head konas, preferably rigged with natural bait, and to troll at speeds no less than 6.5 knots,





better still over 8 knots, to stimulate their aggression and provoke more decisive strikes.

SWORDFISH: undoubtedly the rarest and also the most difficult to get to strike our lures, and then to actually bring on board. Large swordfish are a concentration of incredible power and ferocity: they often launch devastating attacks on the lures, sometimes destroying them with their sword-sharp bill, only to vanish and leave us disappointed.

The tackle sufficient for catching all other prey is underpowered when it comes to this fish, so a heavier, dedicated setup is required.

Rigging also needs to change, as large swordfish seem more likely to strike a lure set very far from the boat, even over 200 meters, and in this case, it's preferable not to troll below 8.5 knots.

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APREAMARE UNVEILS THE NEW GOZZO 48 CABIN

Apremare expands the Gozzo range with the debut of the 48 Cabin. Designed for discerning owners, the Gozzo 48 Cabin offers generous interior and exterior spaces, premium materials, and practical solutions, reaffirming the Sorrento-based shipyard's vision.

The project stems from the collaboration between Cataldo Aprea, Marco Casali (Too Design), Umberto Tagliavini (Marine Design), and the shipyard's Technical Office.

The walkaround deck invites social interaction, with a spacious cockpit fitted with a sunpad, L-shaped sofa, and a convertible table. Forward, a second lounge area with a sofa and armchairs completes the outdoor spaces.

Inside, large glazed surfaces enhance the natural light. The dinette features a U-shaped sofa and a well-equipped galley that exceeds the segment's standards. The helm station includes an electrically adjustable seat, adding flexibility to the layout. Below deck, the layout includes two or three cabins, two bathrooms, and, upon request, a crew cabin. The deep V-hull ensures comfort even in rough seas. Power options include Volvo Penta IPS 700/800 or straight shaft with 600 HP. The Gozzo 48 Cabin embodies Apremare's philosophy: to create elegant, long-lasting boats capable of meeting contemporary needs without compromising the brand's Mediterranean identity.



APREAMARE

www.apreamare.it



NY40 UPDATED: TWO NEW CONFIGURATIONS FOR 2025

Nerea Yacht expands the NY40 family with two major updates: the Walkaround and Straight Shaft versions. These additions join the existing Open, T-Top, Inboard, and high-performance Veloce outboard versions, bringing the total number of customization options to over 30, further evidence of the shipyard's strong tailor-made approach.

The new Walkaround configuration is designed to maximize freedom of movement on board, thanks to wide side decks that connect all areas of the boat with ease.

Its distinctive feature is the lowered bow, designed to improve visibility, ease access to the foredeck, and enhance contact with the sea. This layout also proves ideal for families, thanks to safe spaces and the ease of use that make life on board elegant, relaxing, and convivial.

With the introduction of the straight shaft engine configuration, Nerea Yacht offers a high-performance alternative to the classic sterndrive setup. This solution, combined with the deep V-hull designed by Zuccheri Yacht Design, ensures a stable, efficient, and comfortable ride even in more demanding sea conditions.

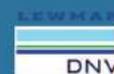
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M/Y ALFA REBORN WITH LUSBEN



Lusben, the Refit Division of the Azimut|Benetti Group, has completed a full refit of M/Y Alfa, a 70 meter fully custom superyacht launched by Benetti in 2020. Known for its balanced lines and strong stylistic identity, Alfa returns to the spotlight with a project coordinated by Ocean Independence and featuring interior design by UK-based Mark Berryman Design.

The refit covered all key areas: from repainting the hull and owner's deck to upgrades to systems and furnishings. Notable mechanical modifications include a software update for the bow crane, redesigned mooring bitts, and complete overhauls of the gangway, stairs, and side ladder. Aft, the beach area was optimized with new fittings and retractable bitts. The refit also added new lighting and an illuminated nameplate.

“The refit of M/Y Alfa is a source of great pride for us, not only for the prestige of the project, but because it perfectly embodies the ‘life cycle’ philosophy recently announced by the Azimut|Benetti Group. Supporting a Benetti yacht throughout its life, from launch to refit, is the most tangible expression of the synergy between the Group’s brands and of our ability to offer continuity, quality, and lasting value”, said Gianni Paladino, Commercial Director of Lusben.

The interiors were completely reimagined for a more refined onboard experience. The main deck was enhanced with custom sofas, marble tables, a fire pit, chaise longues, and beanbag, some featuring playful elements like an integrated chessboard. Walls and doors were redesigned, and the owner’s suite was also updated. The hospitality area now features four new coffee area, including one with a Teppanyaki grill on the skydeck and a stylish curved servery. The galley, now more functional, has been fully reconfigured. Lastly, a corridor was transformed into a wine cellar with spacious racks, blending aesthetics and functionality.

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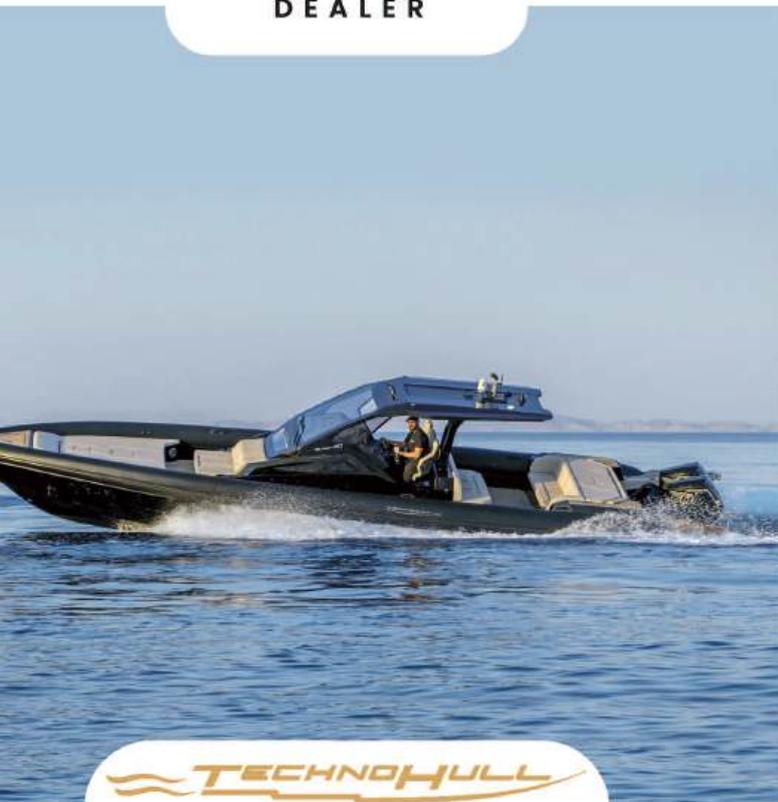
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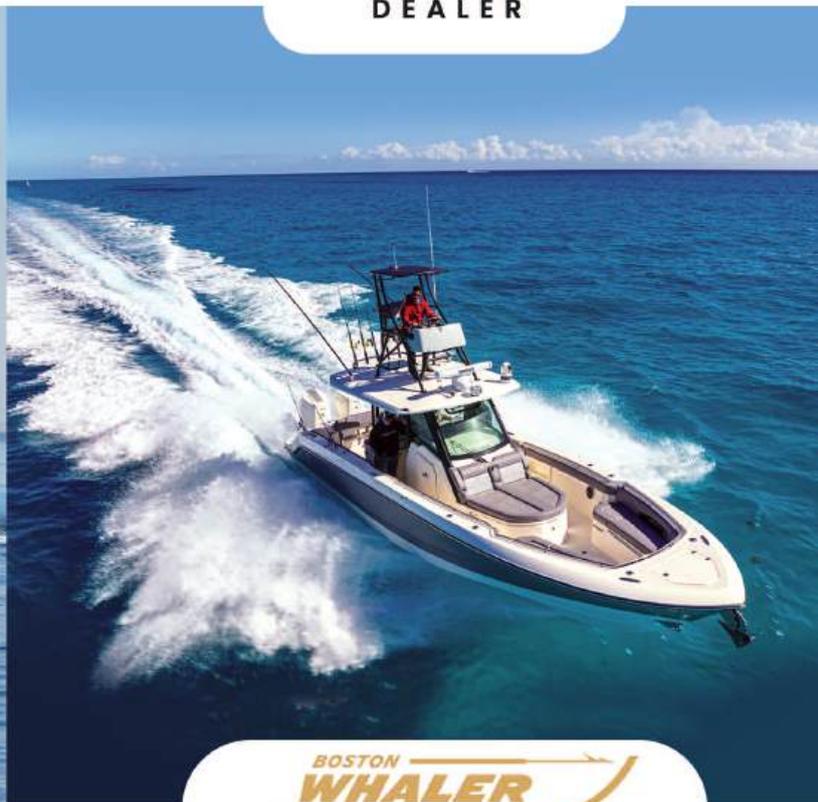
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SEABORN PERFORMANCE

YAMAHA INTRODUCES THE NEW F40 MODELS

Yamaha Motor Europe – Italy Branch unveils a new evolution of its 40 horsepower outboard engines, a benchmark segment for recreational boating.

The new versions, F40 LETL and F40 N Supreme, feature an updated look and new naming, while maintaining the performance that has long made them one of the most popular choices on the market.

The F40 HETL model has been upgraded and renamed F40 LETL, now featuring a grey cowling and a more modern design.

The F40 G Supreme becomes the F40 N Supreme, instantly recognizable by its black livery with gold and red details, giving it a more aggressive and exclusive appearance. Both models share a completely redesigned cowling inspired by the brand's top-of-the-line engines, with sleeker lines and distinctive new air intakes.

The aesthetic update comes with no price increase: both engines are included in the Satisfaction Sea 2025 promotional campaign, which continues to offer advantageous terms

for end users.

The special price is set at € 6,300 for the F40 LETL and € 7,750 for the F40 N

Supreme. In addition to Yamaha's renowned build quality and reliability, these engines offer a key regulatory benefit: they can be operated without a boating license. This makes them ideal for those looking to start boating with ease and full autonomy. With this new offering, Yamaha reaffirms its commitment to continuous innovation, blending style, accessibility, and advanced technology in a product designed for the pure enjoyment of life at sea.

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YELLOWED AND DULL DECK?

HERE ARE THE TRICKS TO KEEP IT SHINY AND LIKE NEW

written by Pierfabio Comparato

As the seasons go by, even the most well-kept boat starts to show signs of aging. One of the first elements to lose its shine is the deck: exposed to sun, salt, rain, and pollution, it can yellow, become dull, and feel rough to the touch. Fortunately, with a few precautions, it is possible to keep the fiberglass surface shiny, clean, and protected, season after season.



WHY DOES THE DECK TURN YELLOW?

The phenomenon is mainly caused by UV rays that slowly degrade the gelcoat, the external protective finish of fiberglass.

Added to this are salt, atmospheric dirt, possible mold in the non-slip grooves, and often the use of unsuitable or too aggressive products.

The result? A dull, porous surface, hard to clean and less and less pleasant to see (and touch).

**THE RIGHT PRODUCTS
(AND THE ONES TO AVOID)**

The first rule is: never use bleach or household cleaners. These products can irreparably damage the gelcoat. Better to choose:

- Neutral nautical cleaners, ideal for regular cleaning;
- Specific nautical degreasers, to be used sparingly in case of persistent dirt;
- Anti-yellowing products for fiberglass, often based on active oxygen, perfect for restoring dull surfaces.

For non-slip areas, choose foaming products and soft-bristled brushes to avoid damaging the texture.

TECHNIQUE MAKES THE DIFFERENCE

Effective cleaning starts with a generous rinse with fresh water to remove dust and salt.

Then, the cleaner can be applied with a soft sponge or suitable brush.

Avoid using a pressure washer at close range: the pressure can damage the gelcoat, especially if already porous.

After cleaning, dry well to avoid streaks and limescale residues.

**POLISHING AND PROTECTING:
THE RIGHT TREATMENT**

Once thoroughly cleaned, the deck can be protected with nautical polish and waxes:

- Fiberglass polish helps restore shine and smooth out micro-imperfections;
- Nautical wax, to be applied after the polish, creates a protective film against UV and salt.

For walkable areas, there are matte waxes that don't make the surface slippery, or you can opt for a lighter application along the edges.

In recent years, some companies specialized in the nautical sector have also started offering



transparent protective films for the deck and painted surfaces. These are thin, invisible films resistant to scratches, UV rays, and salt, designed to maintain the boat's original appearance over time. It's a particularly interesting solution for new or recently restored boats, and for those who want long-lasting protection with less maintenance in the long term.

**REGULAR MAINTENANCE:
LITTLE EFFORT, GREAT RESULTS**

The key to an always shiny deck is consistency:

- Rinse with fresh water after every outing, especially if there was a lot of spray or salt;
- Perform a full cleaning every 2-3 weeks with a gentle cleaner;
- Polish before summer and do a possible touch-up at the end of the season.

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HISTORIC VESSELS

A SURVEY OF THE MARKET AND THEIR COMMERCIAL USE

Marine Surveyor Daniele Motta

If one wanted to identify a niche within the niche of the boating market, it would certainly be historic vessels: harbour and river tugs, small coasting units, tenders, riverboats, and sailing shuttles.

As can be expected, this article will not discuss the vast and prestigious world of classic yachts, but rather all those vessels that, for several years now in Northern Europe and the United States, have experienced (within their segment) significant success, especially in terms of repurposing for commercial boating. The idea for this article also stems from direct experience, gained through assignments I have had the opportunity to handle for foreign owners.

In this way, I had the chance to

engage in the uniqueness of researching these vessels and reconstructing their historical and documentary background, then accompanying them through their technical and administrative process, leading to their commissioning and commercial use.

What I would define as a “culture of conservation”, with the subsequent use of historic vehicles for tourist and recreational purposes in general, should by no means be considered a novelty: for example, in rail transport it is well established, as demonstrated by the restoration and reuse of rolling stock from the former CIWL (think of the famous Orient Express), used in luxury travel throughout Europe, and also by the commendable work

of the FS Foundation, which in ten years of activity has created a truly sustainable business through the use of the historic fleet of the Italian State Railways.

As far as the maritime sector is concerned, in Italy there are very few examples of historic vessels still in commercial service, also due to the very poor preservation of all types of vessels, often sent for scrapping.

The situation, as mentioned, is different in other countries, where the recovery and relative use of historic vessels is much more widespread: on this front, Northern European countries, but also the USA and Japan, can certainly be placed at the top of this unique ranking.

But if we want to give a general

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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overview: what can still be found for those who want to explore this special ownership segment?

As we mentioned at the beginning, even though the numbers are not massive, the types of vessels are many. There are vessels with original steam engines, sometimes perfectly working and restored, sailing vessels and, of course, various types of vessels with diesel engines. More rarely, units are found that need to be reinstated and/or restored.

Considering the not-so-recent historical periods we are referring to, the constructions are essentially in wood, iron, and steel. Based on my research, I have found the presence of vessels (for sale or in service) dating from 1889 onward.

Lengths range from around 10 metres up to 40–45 metres.

Some vessels are already registered and certified as pleasure or commercial vessels, sometimes with historical documentation or even the "original" registration.

To provide some figures about this sector, it should first be noted that valuations do not follow the trends of the "traditional" boating market.

Therefore, values are often technical-appraisal or technical-historical-appraisal based (on this subject, some years ago I wrote an article on nautical appraisal), rather than commercial.

In any case, depending on the type, refitting, and numerous other technical, administrative and historical parameters, these vessels can be found for sale from 45,000 to 900,000 dollars.

But what about maintenance and operating costs, excluding any (sometimes demanding) refitting activity? Roughly speaking, for vessels up to 30 metres in length, the direct costs of operation and maintenance can sometimes be objectively lower than those of a classic yacht, and slightly or moderately higher than a medium-sized yacht, i.e. between 15 and 24 metres.

As many of you readers surely know from reading my articles, much depends on variables such as the flag, type of use, and area of operation.

Therefore, it is always appropriate to quantify all these parameters in order to calculate the actual operating costs from a practical standpoint.

Regarding the administrative and technical field, there are still top-tier registries that support this niche of owners with ad hoc registrations or dedicated certifications, otherwise impossible to obtain under current international or flag state standards. This is a factor that greatly facilitates the operation of these – often splendid – vessels.

For those who, as with "traditional" boating, want to venture into the commercial operation of a vessel in general, my advice is always to rely on recognised and competent professional support.

Otherwise, the risk will always be the same: turning a profitable activity into a source of debt and difficulties.

VAT TREATMENT OF CONSIGNMENT STOCK: NON-EU TRANSACTIONS

Att. Massimo Fabio e Att. Giulia Ripa

For shipyards, it is possible to manage a stock of spare parts in a foreign country available to a distributor transferee, with the possibility of qualifying the transfers as “non-taxable” for VAT purposes, under certain conditions.

Art. 8 of Presidential Decree no. 633/1972 regulates so-called “direct exports”, i.e., the transfers of goods carried out by means of transport or shipping directly outside the territory of the European Union in the name or on behalf of the transferor, or of the transferee also through commission agents.

In order to qualify as a “direct” export transfer under Article 8, paragraph one, letter a) of the aforementioned Presidential Decree, the following conditions must be jointly met for VAT purposes:

- the transfer of ownership or other real right of enjoyment of the goods between a VAT taxpayer (transferor or seller/supplier) and another VAT taxpayer (transferee or buyer/customer);
- the physical exit of the goods outside the territory of the European Union;

- the transport or shipment of the goods “on behalf or in the name of the transferor”.

The notion of “export transfer” for VAT purposes is different from that of “export” under Art. 269, par. 1 of Regulation (EU) 952/2013: customs export in fact requires the physical exit of the goods from the EU customs territory, while for VAT purposes, relevance is given not only to the exit (more precisely, the transport or shipment) of one or more goods outside the Union territory, but also to the related transfer of ownership or other real right. Instead, the requirement of consideration is not essential for VAT purposes, as transfers carried out without payment are also considered export transfers.

Moreover, it is possible for goods to be sent abroad outside the European Union territory without such transfer involving a legal transfer of ownership.

The sending of goods abroad without any transfer constitutes a “consignment transfer”, i.e., a transaction that takes place as a final export, without however being considered, under the VAT profile, as an export transfer

under Art. 8 of Presidential Decree of 26 October 1972, no. 633 (see, Circular of 15 July 1999, no. 156/E) because it lacks one of the characterizing elements of such operations, namely the transfer of ownership right over the goods themselves (see, Revenue Agency Resolution 21.7.2008 no. 306).

Constitute “consignment transfers”:

- the sending of goods within the scope of consignment stock contracts;
 - the sending of goods outside the above-mentioned cases (e.g., to one’s own warehouses or to one’s permanent establishment).
- The contractual scheme of consignment stock provides for the transfer of goods owned by the supplier to a warehouse of the client, or of a third party to whom the latter has access, who has the right, according to their needs, to withdraw the goods at any time.

Ownership of the goods is transferred to the client only at the time the goods are withdrawn from the warehouse.

In detail, upon withdrawal of the goods from the warehouse by the purchaser, the sale is executed

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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and the conditions are met to classify the transaction as a

non-taxable export transfer

pursuant to Art. 8, paragraph one, letter a), of Presidential Decree no. 633/1972.

The documentation obligations related to the consignment stock regime have been examined by the Revenue Agency in Resolution of 5 May 2005, no. 58/E. The goods are sent abroad with a pro forma invoice indicating that the shipment is made within the scope of a consignment stock contract and that the transaction is not valid for the purposes of Article 8 of Presidential Decree no. 633/72, using a specific wording.

Upon withdrawal of the goods from the stock, the national supplier issues a sales invoice, non-taxable under Art. 8 of Presidential Decree no. 633/1972, which includes, among other things, the date and identifying number of the purchase order, the customs bill, the pro forma invoice and the document issued by the purchaser at the time of withdrawal. In addition, a reference to the entry in the register referred to in Art. 39 of Presidential Decree no. 633/1972 should also be indicated.

The tax administration has expressed its view on the case of goods exported as consignment transfers in scenarios other than consignment stock.

In the aforementioned Resolution of 5 May 2005, no. 58, it was clarified that, outside of the latter specific case, where the national operator sends goods to its own warehouse located in a third

country for subsequent resale, at the time of the export of the goods there is no onerous transfer and the resale made in the third country will not be relevant for VAT purposes pursuant to Article 7-bis of Presidential Decree no. 633/1972, also for the purposes of determining the plafond. However, the Court of Cassation has expressed a different position. In the judgment of 20 December 2012, no. 23588, it was stated that, for the application of the VAT exemption regime, "it is necessary to prove (the burden of proof being on the taxpayer) that the operation, from its inception and in the related documentary representation, was conceived with a view to the definitive transfer and sale of the goods abroad".

This principle was adopted by Resolution no. 94/E of 13 December 2013.

The case concerned the sending of goods under a "consignment transfer" regime by a national company to the premises of a subsidiary over which it had control by virtue of a lease agreement specifically concluded, with the binding contractual commitment made from the beginning with a third-party customer for the subsequent transfer of ownership of the goods. In such circumstances, the transaction in question may qualify as a non-taxable export transfer under Art. 8 of Presidential Decree no. 633/1972, also for the purpose of constituting the plafond, which will be established only when and to the extent that the goods are withdrawn by the purchaser and properly invoiced by the supplier.



NAVAL MOTOR BOTTI: THREE GENERATIONS IN SERVICE OF THE SEA

Naval Motor Botti, based in Viareggio, is a prestigious name in the field of production and sale of marine engines and components for boats.

Founded more than 50 years ago, this Italian company has built a solid reputation thanks to its commitment to innovation, quality and customer satisfaction.

Born from the farsighted vision of Franco Botti – a young worker from Lucca with a passion for boating – the company developed when the entrepreneur decided to create a business of his own by moving to the Darsena district of Viareggio. The idea proved successful: in the 1970s, the sector experienced a period of strong growth and the services offered by Naval Motor Botti became essential to meet the needs of professionals in the field.

Over the years, the company was managed by his daughter Emanuela Botti, together with her husband Gerino Serra, and then passed to the third generation, with the children Rachele and Saverio Serra Botti who today, with the support of a team of 22 highly qualified employees, manage the business with the same dedication and enthusiasm.

The flagship of the company has always been customer service, guaranteed by a team of experienced professionals. Naval Motor Botti, in fact, offers technical support and assistance in every phase of the purchase and use of its products. The company boasts a widespread network of workshops throughout the national territory that depend on Naval Motor Botti and are constantly trained and supported in their daily activities. This commitment to customer care translates into a high

level of satisfaction and customer loyalty, who can rely on high-quality products and services. Professionalism and quality are, in fact, the foundations on which the company is based, also certified UNI ENI ISO 9001 and UNI ENI ISO 14001. Naval Motor Botti deals with the sale of marine and industrial engines, generators and spare parts of prestigious brands: it is an official FPT Industrial dealer, sole distributor for Italy of Solé Advance and dealer of ZF and Twin Disc Technodrive with regard to gearboxes and transmissions. In addition, it provides spare parts and technical assistance for all MAN and Scania engines, carrying out routine and extraordinary maintenance, overhauls, installations, surveys and diagnostics. As a complement to its range of products and services, it is part of the BCS authorized network, a leader in the production of steering systems, and offers a complete range of on-board generators, both for work and soundproofed, also installable in parallel. In the boating industry, trust in marine engines is essential to ensure a safe and satisfying experience at sea. To ensure that the engines are reliable and able to withstand the most demanding conditions, Naval Motor Botti has two test benches to test and evaluate the performance of marine engines before



installation on board. These are joined by a test bench for injection pumps.

The benches, all RINA approved, are equipped with a wide range of advanced instruments and technologies that allow the simulation of various operating conditions, measuring power, torque and fuel consumption, and monitoring emissions. The tests allow for verification of the reliability and efficiency of the engines, as well as their ability to withstand heavy loads even for prolonged periods.

Alongside testing activities, the company has developed in-depth know-how in propulsion customization. With the aim of offering increasingly high-performance and tailor-made solutions, Naval Motor Botti has approved various models of propulsion engines starting from FPT Industrial engines. Among these, the 6.7 litre electronic engine has been certified according to the SOLAS regulation for use in applications such as lifeboats or rescue boats. Likewise, the company has developed the Fire series, dedicated to fishing applications, with specific calibrations for this sector. This was made possible thanks to careful planning of the necessary requirements and the use of RINA-approved test benches, used – in addition to these activities – also to test all engines overhauled by Naval Motor Botti. The experience gained over the years and cutting-edge research in product development have not gone unnoticed: Naval Motor Botti, in fact, has been selected by FPT



Industrial to test, at the Viareggio headquarters, the new C16 600 G-Drive engine, intended for auxiliary use. Together with the most qualified FPT Industrial technicians in Marine and Power Generation applications, Naval Motor Botti technicians carried out various tests to define the datasets, test the load and overload, both individually and in parallel, using a load cell of over 1000 kVA. In recent days, the first two engines that came out of the factory were installed on the fishing vessel GENEVIEVE, belonging to a Naval Motor Botti customer and destined to operate in the Mediterranean. But beyond diesel there is more: the company looks with interest at sustainable technologies and innovation in propulsion systems. In this context, it has signed an agreement for the distribution, throughout Italy, of Aquamot products, an Austrian company specialized in the design and production of electric motors (outboard and inboard, fixed or steerable), batteries and integrated systems. The commit-

ment to technological research is also reflected in the development of custom hybrid propulsion systems, which Naval Motor Botti has been creating since 2016. These include systems combining internal combustion and electric engines, equipped with a battery pack suited to the required autonomy and speeds. These projects arise from an in-depth analysis of each owner's needs and rely, as usual, on RINA-certified test benches. Thanks to a comprehensive vision that integrates technical expertise and innovation, Naval Motor Botti confirms itself as a strategic partner in Italian and international boating. Whether it is traditional, hybrid or fully electric propulsion, the company is able to provide reliable, efficient and tailor-made solutions to face every challenge at sea.

NAVAL MOTOR BOTTI

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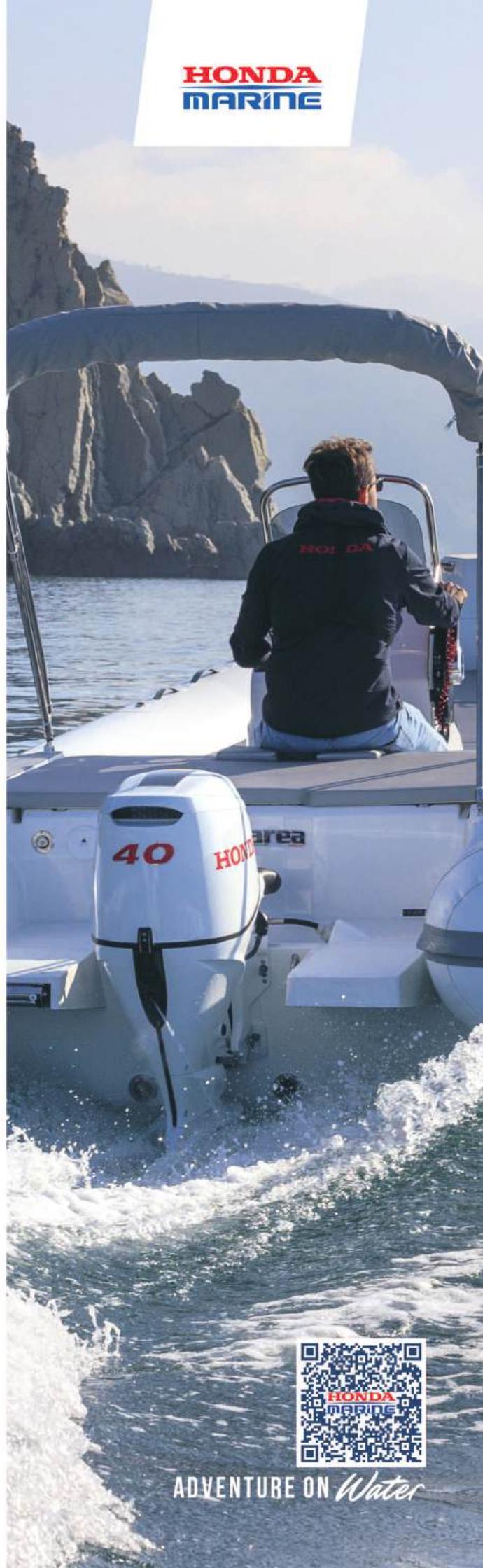
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IDP CRUISE: LUXURY CRUISING FOR EVERY BUDGET

From exclusive to inclusive, from privilege to opportunity: the boating holiday changes face. Giampiero Signorazzi and Marco Miletta rewrite the rules of luxury cruising with IDP Cruise, a project that combines the charm of elite sailing with an all-inclusive and affordable formula. In this interview, the two founders tell us about the origin and goals of this new adventure, revealing how they intend to democratize a sector traditionally reserved for the few.



“Nothing is more necessary than the superfluous”, wrote Oscar Wilde. Hedonistic, cynical and ironic, the English writer captured with this paradox the irresistible need for luxury that has always accompanied humankind. Today, this same desire finds its concrete realization in the world of chartering: here comes IDP Cruise, a project that challenges the traditional concept of a boating holiday, transforming it into an experience accessible to a wider audience.

Thanks to an innovative formula, it is possible to board elegant and well-equipped yachts, without the complexities and costs typical of traditional chartering. Far from the idea of elitist and unreachable luxury, IDP Cruise offers a refined yet inclusive proposal, capable of combining comfort, privacy, and great value for money.

But how was this intuition born? What are the challenges and ambitions of the company? The two founders, Giampiero Signorazzi and Marco Miletta, tell us about the journey, the philosophy, and the future of this new frontier in nautical tourism.

IDP Cruise aims to revolutionize the concept of luxury cruising. What is the idea behind the project?

Giampiero Signorazzi: The idea stems from our

passion for the sea and the awareness that luxury on board is often seen as inaccessible. We wanted to create an exclusive experience, but within reach of a wider public, removing the complexities linked to renting or buying a yacht. That’s how IDP Cruise was born: an accessible, comfortable and sustainable luxury offer, with the “all-inclusive” formula.

Who is your target audience?

Giampiero Signorazzi: We appeal to those who choose sailing for cost reasons, then complain about the lack of privacy and comfort. So, sailors by necessity. We have groups of friends who purchase the five-year package at the cost of a 10-day vacation, where they have access to the boat for a week and, in the future, the possibility of changing location by using the other boats in the fleet.

What services are included in the “all-inclusive” formula?

Marco Miletta: Our guests find on board everything they need for a worry-free holiday: air conditioning, private bathroom equipped with bidet, hot shower and hairdryer. For gastronomy we rely on gourmet products from Simposio di Sermoneta. A system to guarantee convenience in execution for a high-quality meal.



How are you able to offer a luxury experience at affordable costs?

Giampiero Signorazzi: The economic sustainability of our model is mainly based on the fact that the yachts remain stationary in Ponza, one of the most popular locations for cruises, without the need for costly crossings or frequent movements.

In this way, we significantly reduce fuel-related costs. Guests can visit the wonderful coves of Ponza and Palmarola without worrying about the extra costs typical of traditional cruises.

Marco Miletta: Our “all-inclusive” formula is designed to offer an exclusive and surprise-free experience, but also to ensure efficient cost management. By eliminating the unforeseen expenses typical of traditional chartering, we are able to keep operating costs under control, avoid waste and optimize resources.

This allows us to provide a high-quality service at a competitive price. Furthermore, thanks to the VIP package, we can count on long-term planned revenues, which translates into concrete benefits for both us and our customers: they save compared to traditional chartering, and we ensure the economic sustainability of the project.

Speaking of the VIP package: this solution is an innovation in the sector.

How does it work?

Marco Miletta: With the VIP package, guests purchase the right to use a cabin for five years, with a significant financial advantage: in addition to saving money, there’s also the possibility of recovering up to 50% of the cost.

This means that, with an investment lower than the price of a single week on a yacht of the same level, they get five seasons of pure, worry-free relaxation.

For those who want to try your service, there's also the one-day experience.

Giampiero Signorazzi: Yes, we offer the one-day experience during weekdays, giving people the chance to taste our idea of Delux cruising, with a day aboard the luxurious Canados 70, surrounded by the infinite beauty of the coves of the Pontine Islands, all for just 99 euros, meal included.

What is the atmosphere like on board your

cruises?

Marco Miletta: We offer a space where you can relax and, at the same time, make new friends. On board we create a relaxed but lively environment, ideal for socializing and sharing a passion for the sea. Perfect for celebrating birthdays in peace with our “ZERO WORRIES” formula, maybe with a toast under the moonlight.

Sustainability is one of your pillars.

How do you integrate this principle into your model?

Marco Miletta: For us, sustainability is fundamental. Our yachts remain stationary in holiday destinations, reducing environmental impact.

Transfers are done only by displacement, while crossings are left to ferries and large fast ships. This allows us to minimize fuel consumption and offer a more relaxing and environmentally respectful navigation experience.

What are your long-term goals for IDP Cruise?

Marco Miletta: We are working to create a fleet of 70-80 foot yachts, located in the best Italian tourist destinations. This way our VIP clients will be able to change destination each year, always with the same philosophy: luxury without worries. For the immediate future, our project is still growing and, for the 2025 season, the goal is to allocate two weeks between the end of July and the beginning of August.

Giampiero Signorazzi: We want to expand and become a reference point in the sector, offering new destinations and expanding our fleet. With IDP Cruise, our goal is to redefine the concept of a boating holiday: authentic, accessible and sustainable luxury. Because the true privilege is not exclusivity, but the freedom to live the sea.

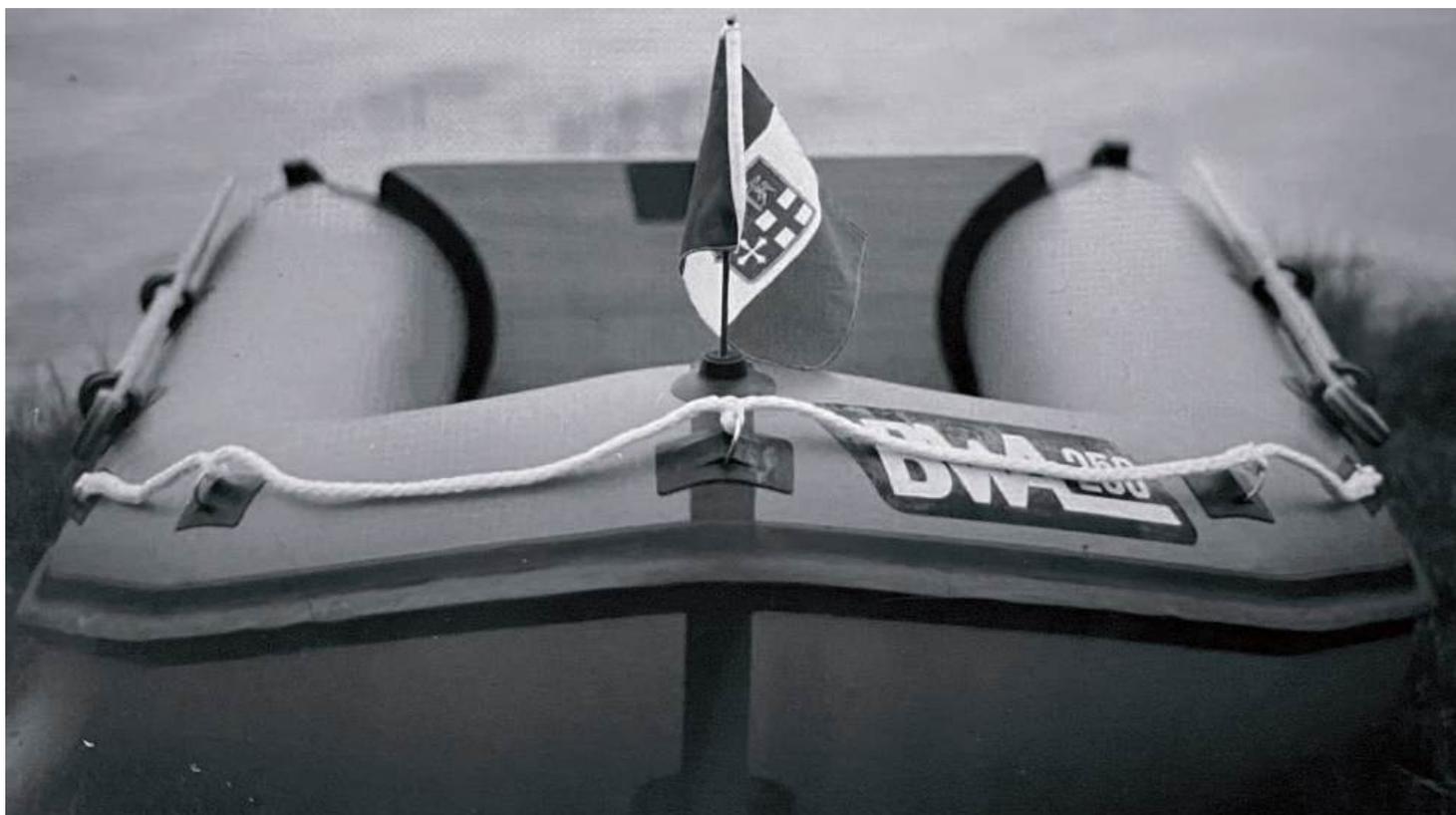
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BWA: ITALIAN KNOW-HOW

From the first models with a detachable rigid keel to today's high-performance RIBs, BWA has carved out a bold path marked by meticulous design choices. Born from the experience of Walter Breventani, active in the production of inflatable boats since the late 1950s, the Milan-based company has succeeded in interpreting the needs of professionals and enthusiasts, developing increasingly specialized and high-performing lines. Today, with over 15,000 units in circulation, BWA embodies the excellence of Italian know-how, blending artisanal tradition with technological innovation.



BWA's story is rooted in the distant 1950s. At that time, Italy was experiencing a period of great ferment: still scarred by the wounds of the Second World War, it was undergoing a season of reconstruction and redemption. Cities were repopulating, factories were starting up again, and industry was looking to the future with renewed enthusiasm. It was in this climate of optimism that Walter Breventani began his adventure in the nautical world with a small line of detachable inflatable boats, seizing the first opportunities offered by what was still a niche sector. While in France Zodiac was already setting the standard, in Italy the market was just emerging: during these years, Walter Breventani would gain experience that would go on to change the future of his family and of boating itself.



THE BIRTH OF BWA

Walter assimilated an invaluable wealth of knowledge, from the secrets of working with materials to the dynamics of the nascent market, but above all, he grasped the enormous, still untapped, potential of the inflatable boat. His son William took up the baton and, in the mid-1980s, founded BWA with the aim of continuing his father's legacy. The brand's story thus became intertwined with the evolution of inflatable boats in Italy. Alongside traditional detachable models, easy to transport by car,

the company soon introduced a new generation of boats with rigid fiberglass hulls, embracing a change that would revolutionize the entire sector. This led to the birth of the precursors of today's RIBs (Rigid Inflatable Boats): a new type of boat, versatile and sturdy, capable of winning over sea professionals and the most demanding boaters. It's no coincidence that the first models targeted a diverse audience, including divers and people who sailed for work: a practical start, focused from the outset on quality and functionality. A new

phase opened for BWA, full of success and innovation. Aware of the great potential of RIBs, Breventani also developed a professional range, specifically designed for intensive use. From that moment on, BWA inflatables became reliable companions for those who work at sea every day, all over the world.

THE FAMILY GOES ON HOLIDAY

With a solid reputation in the field of workboats, in the 1990s BWA launched the "America" and "California" lines, dedicated to



holidays and families. These models marked a real turning point, while maintaining the high quality standards that define the brand. The project enhanced habitability, offering generous and well-organized spaces designed to comfortably accommodate passengers and leisure equipment. The attention to outfitting became a distinguishing feature, with a focus on onboard comfort, essential to make every sea outing a pleasant experience for the whole crew. From ergonomic seating to sunbathing areas, every detail was studied to maximize well-being on board. At the same time, the quality of the hulls, inherited from the professional line, allowed for the safe handling of high power even in challenging sea conditions. It was a decisive moment: the inflatable boat, once a basic craft intended mainly for professional or sporting use, was transformed into a boat to be lived in and shared. Onboard spaces became wider and more welcoming, designed to meet the needs of the entire family. BWA thus helped redefine the very idea of a holiday at sea, combining pleasure, functionality, and safety.



THE MAXI RIBS ARRIVE

In the following years, the concept of the inflatable boat was once again reworked and developed. The maxi RIBs were born: large boats, refined down to the smallest detail, with fittings and performance often superior to traditional motorboats of the same size. The navigation experience thus became richer and more multifaceted, fueling a constantly growing sector. “We are the country that exports the most inflatable boats



in the world”, said BWA founder William Breventani in 2020, who since 2015 has also served as President of the Sector Assembly for Inflatable Units of Confindustria Nautica. “We’re talking about inflatable boats that are the Ferraris of the sea: concentrations of technology, carbon fiber, vacuum production, engine power, surface propellers and extreme performance that must necessarily be supported by special technology. And then there’s the design”. Design, indeed, plays a whole new role: whereas in the past inflatable boats were

FLYER F38

After the great success of the Flyer F36, the Flyer F38 arrives, an outstanding RIB cruiser that promises a luxurious and enjoyable boating experience. With a length of 11.85 meters and a beam of 3.70 meters, the Flyer F38 impresses with its balanced proportions and the quality of its design, which enhances every moment of life on board.

On deck, the layout is designed for socializing.

The spacious cockpit features a sunpad large enough to comfortably accommodate two people.

Behind the sunpad is a wraparound sofa which, together with the table, creates an elegant dinette area.

The galley unit, positioned just behind the helm and co-pilot seats, is perfect for lunches and aperitifs at sea, while at the bow the sunpad with chaise longue provides an exclusive space for relaxation.

Below deck, the layout includes a forward owner's cabin, an aft guest cabin, and a bathroom complete with separate shower. Generous headroom, ample natural light, and smart spatial distribution ensure great livability during cruises. Completing the sporty profile of the new Flyer F38 is a powertrain that lives up to expectations: two or three outboard engines, with a total power output ranging from 400 to 800 HP.

An ambitious project, designed for those seeking high performance without sacrificing the pleasure of cruising in style.





expected only to be reliable and robust, today a new pursuit of beauty has emerged. Sculpted lines, ergonomic solutions, and refined finishes have become the symbol of an instantly recognizable aesthetic. BWA has left its mark on this segment as well: alongside the professional Marshall range, it has progressively expanded the Sport and Premium lines, culminating in 2023 with the introduction of the new Flyer series, able to dialogue with the world of luxury yachts. The first model, the Flyer F36, will soon be followed by two others: the Flyer F38, with a

length of 11.85 meters, and the Flyer F45, measuring 13.55 meters.

A RECOGNIZABLE IDENTITY

Since its founding, BWA has been able to interpret the demands of the market, boat owners, and sea enthusiasts. The Milan-based shipyard has thus gained a prominent position on both the national and international scene. On the one hand, it has followed (and often anticipated) the major evolutions in design and technology; on the other, it has always

FLYER F45

BWA has also unveiled the design of its new flagship model. Measuring 13.55 meters in length, the new F45 will expand the Flyer line, launched in 2023. This maxi RIB, with an impressive beam of 4 meters, highlights the defining features of the range: from its modern design to its high-performance hull, from the clever use of space to the brightness of the interiors.

The deck layout is designed to encourage social interaction, celebrating the joy of life at sea.

At the stern, a spacious sunpad invites relaxation,

while the large cockpit — with sofas on both sides and a fully equipped galley — provides the perfect setting for dining with friends. The helm console, modern and ergonomic, offers a pleasant navigation experience, while the bow sunpad is enhanced by a chaise longue for a breathtaking view. Below deck, the design also prioritizes spaciousness and comfort. The generous headroom ensures excellent livability, further enhanced by the natural light that pours in through the large side windows.

There are two cabins: a double at the bow and a guest cabin at the stern. A well-appointed bathroom with separate shower completes the layout, offering maximum comfort for the whole crew. The Flyer F45 can be equipped with two or three outboard engines, with total power ranging from 600 to 1,200 HP, delivering the high-level performance expected of a true maxi RIB.





preserved its core values: innovation, comfort, performance, and safety continue to inspire the development of new ranges even today. The lines currently in production represent the mature result of long-standing experience, harmoniously blending tradition and modernity.

The vision, however, has remained the same: to innovate without ever severing the precious link with ancient artisanal expertise. A strong identity, built over time also through exceptional achievements: from special inflatable boats for rafting with

self-draining decks, to participation in the most prestigious global speed competitions, where BWA RIBs have stood out for performance and build quality, earning significant recognition in the industry. With the same dedication, the brand has supported athletes and extreme expeditions, confirming the versatility of its craft in the most demanding environments, from deep freediving to spearfishing competitions, from sailing regattas to explorations to the ends of the earth.

At the same time, the shipyard has consistently invested in the

design of specialized lines for rescue, patrolling, and offshore cruising, creating a comprehensive and articulated range capable of meeting the most diverse needs. Today, with over 15,000 units operating on the seas around the world, BWA provides assistance, spare parts, and certifications, even after decades of use, continuing to write its story as a leading name in the nautical industry.

RIBITALY S.R.L.
www.bwa.it



DESIGNING AN IDENTITY

THE PATH OF MARCO CIAMPA FROM
ARCHITECTURE TO AUTOMOTIVE,
AND FINALLY TO YACHTING

creativity, research, and a constant drive for innovation. Marco Ciampa is a versatile designer, capable of moving naturally between different fields of design: from architecture to automotive, and finally to the yachting industry. His signature is clearly recognizable in the projects developed for the brands Maori Yacht and G-Tender, where he has skillfully combined aesthetics and functionality in boats with a distinctive soul. In this interview, Ciampa retraces his career, analyzes the evolution of the sector, and unveils some of his upcoming projects.

Can you tell us about your journey from the beginning? How did your interest in this sector begin and grow?

My passion for the sea has been with me since I was a child, but above all, a passion for design in all its forms. I trained as an architect: I graduated in Rome, followed by Gianni Zuccon, although my thesis focused on a car, developed under the supervision of Roberto Giolito from Fiat. One of my first assignments was in the field of architecture: I developed the project for one of the islands of The World in Dubai. But it was only with Maori Yacht that I had the opportunity to express myself for the first time on the topic of boats. The first task concerned a model already in production: I redesigned details and finishes, creating a true Mk2 version of the boat. From that moment on, I designed the 30ft, the 54ft in all its versions, the 64ft, the Limo, the 80ft, the 125ft and, most recently, the 46ft. At the same time, I also began collaborating with G-Tender, for which I developed the projects for the Dieci4, the 10R, the new 8.7, and the new Dieci2,



which we will present this year, in addition to several projects that are currently under development.

How have the market and the needs of owners changed since you started?

The yachting market has undergone significant evolution. Compared to the early days, today owners are looking for increasingly larger, high-performance boats, with attention to every last detail. Research into materials, combined with the growing availability of custom finishes, has played a key role in this transformation. While the industry used to be more static and conservative, in the last ten years it has seen an impressive acceleration.

Expectations are constantly rising, and the challenge is to surpass new standards of quality, innovation, and design each time.

Is there a project you are particularly attached to?

I'm fond of all my projects, but if I had to talk about a real challenge, I would definitely mention the 125ft designed for Maori Yacht. Approaching a project of that size is certainly very complex, and creating a brand-new line is even more so. The forms and lines stemmed from the owner's request to develop a main deck with a 360° view. A key element of the project is the large outdoor spaces, especially at the stern, where, also thanks to the significant beam of the boat, we designed a free, flexible area that can be configured according to the needs of the various moments of the day.

Obviously, designing a 38-meter boat, due to its size,

“The greatest challenge in yacht design is not just to create something beautiful, but to give each project a soul, making it unique and distinctive”.



The G-Tender Dieci4 is the result of years of work by the design team, which oversaw both the architectural and engineering phases. This 14.5-meter maxi RIB, ideal for long-distance cruising, overnight anchoring, or spending the day with family and friends, as well as serving as a luxury tender for large yachts, is the perfect blend of the latest modern design standards and advanced technology. The deep-V hull, combined with meticulous weight distribution, ensures optimal performance at all speeds.

tends to create a barrier between interior and exterior. With this project, we tried to eliminate that, creating communication between the various areas through large windows and openings, without interrupting the relationship with the water.

What projects are you currently working on?

Several. At the moment, we are working on numerous projects for both shipyards.

As I mentioned before, we will soon see the new Dieci2 by G-Tender. Regarding Maori Yacht, we are mainly working on the new 86ft (an evolution of the previous 80ft) and on several interior design projects,

particularly focused on the 64ft range. The real novelty will be revealed soon: together with the NavalHead studio, which handles the engineering, we are developing a very interesting project.

You mainly collaborate with Maori and G-Tender, two very different realities.

What are the main differences and difficulties in designing a 20-meter yacht compared to a 10-meter RIB?

They are two very different archetypes, but the two brands share the desire to be unique. The main challenge and difficulty was the same: to create

a strong and convincing language, made up of elements and dimensional relationships that, when applied to the entire range, would create a codified and recognizable family feeling. I believe that having a soul and a unique style, especially at a time when the offering in these product categories is very wide, is fundamental. I'm very happy to have contributed, in both cases, to creating this language. Of course, the priorities change between a 20-meter yacht and a 10-meter RIB, and so does the approach, but I believe the biggest difficulty lies in identifying their respective functions and ambitions.



The Maori 46ft Outboard is a day cruiser that combines sporty design with high performance. Inspired in form by the Maori 54 model, it offers an unforgettable cruising experience. Designed as a chase boat, it features sophisticated interiors that enhance comfort and style, while the finely furnished deck invites relaxation and allows guests to fully enjoy the surrounding environment. The main cabin is carefully appointed to ensure maximum comfort and is fully customizable.





The Maori 125ft has been designed in full Maori style, enhancing its 10.50-meter beam and maximizing comfort through spacious interiors and generous outdoor areas. The hull is entirely built using fiberglass infusion, allowing it to glide smoothly over the water.

**How do you envision the future of yachting?
In what direction do you think the industry
is heading?**

Certainly, the yachting sector, from the point of view of formal expression, is experiencing a very fruitful moment.

There are many offerings and interesting solutions: the desire to stand out pushes us to study solutions that, until recently, would not have been accepted. Just think of the various concepts of asymmetric boats recently presented. Even the solutions we propose in the studio are future-oriented. We always try to renew ourselves, experimenting with different lines and solutions.

**Your work is not limited to yachting.
Can you tell us more?**

My passion for design and architecture pushes me to explore different fields, which is why I decided to structure the studio with a multidisciplinary approach. Following this vision, we have designed and created not only yachts but also villas, apartments, commercial spaces, and design objects like lamps and sofas. This demonstrates how our passion for design is expressed at every scale, from large spaces to the smallest creations. In every project, formal and

conceptual research plays a fundamental role, allowing me to fully express my vision. Inspiration can come from anywhere: from the proportions of an object, from an architectural detail, or from an innovative technical solution. Starting from this principle, I develop my projects by contaminating them with elements from fields outside yachting. For example, by observing some details and materials of the Maori 54ft, such as the micro-perforated panel, one can clearly see architectural influence. Similarly, the shape of the stern and the air intakes of the Maori 64ft clearly reference the automotive world. I firmly believe that observing all areas of design is essential for a designer's development and for their ability to formally solve a project. Only in this way is it possible to create innovative and coherent solutions capable of crossing the boundaries between different disciplines.

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FEUDI DEL PISCIOTTO

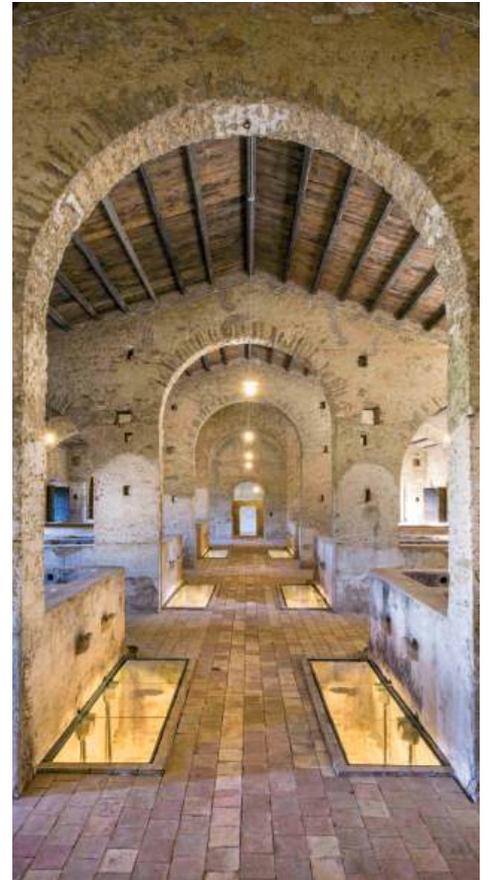
WINE EXCELLENCE AND HOSPITALITY IN THE HEART OF SICILY

Nestled in the splendid Val di Noto, among the hills of Niscemi, on the edge of the Sughereta Nature Reserve, the Feudi del Pisciotto estate extends over 190 hectares, 49 of which are cultivated with vineyards up to 300 meters above sea level. An extraordinary natural setting, just a few kilometers from the coast, which ensures ideal climatic conditions for the production of high-quality wines. The heart of the estate is a historic 18th-century Baglio, now home to a cutting-edge winery and a refined Wine Relais dedicated to exclusive hospitality marked by winemaking excellence.



Feudi del Pisciotto was born from an intuition of Paolo Panerai, president of the Domini Castellare di Castellina group, who believed in the still untapped potential of this part of Sicily. The project is part of a broader path that includes four wineries, two in Tuscany and two in Sicily, combining winemaking experience and expertise developed also thanks to the support of the great Giacomo Tachis, flanked by Alessandro Cellai, now oenologist and executive vice president of the group.

The restoration of the historic winery was carried out respecting the identity of the place: the ancient Palmento, a traditional structure used for grape pressing since the Greco-Roman era, was restored according to the principles of art critic Cesare Brandi, maintaining its authenticity intact. Alongside it, a modern winery equipped with the most advanced technologies, capable of vinifying up to 10,000 hectoliters and with a barrel cellar of over 700 barriques. The entire production process is based on the principle of gravity winemaking, to reduce the use of pumps and preserve the quality of the must, with a limited environmental impact and significant energy savings.





GRAPE VARIETIES, WINES AND PRODUCTION PHILOSOPHY

Feudi del Pisciotto cultivates both native Sicilian grape varieties (Nero d'Avola, Frappato, Grillo, Inzolia, Catarratto) and international ones (Merlot, Cabernet, Syrah, Pinot Noir, Gewürztraminer and Semillon), selected to fully enhance the potential of the terroir. Production is around 500,000 bottles per year, divided into different lines that express the multifaceted soul of the estate. Among the flagship labels stands out L'Eterno, a pure Pinot Noir, a tribute to the work of sculptor Giacomo Serpotta and a symbol of the union between art, territory and wine. In the same philosophy is the Feudi del Pisciotto Line, born in 2007, which features collaborations with important Italian designers, such as Versace, Giambattista Valli and Carolina Marengo, authors of the designer labels. Part of the proceeds from this line is destined for the restoration of Sicilian artworks, making the project a virtuous example of cultural patronage.

Also noteworthy are Davolarosa Brut Rosé, a sparkling wine from Nero d'Avola that enhances the fresh and fruity notes of the grape variety, and the Colori di Sicilia Line, which includes four pure-variety native grapes representing the island's aromatic diversity. Of particular originality is the dessert wine "Dedicato a Tachis", made from Gewürztraminer and Semillon grapes: an unconventional wine, which expresses Tachis's belief that in Sicily, thanks to the light and the complexity of the soils, even non-traditional international varieties can be successfully cultivated. Today about 70% of production is exported worldwide, with key markets in North America, Japan, China, Russia, Germany, Switzerland, Australia and Brazil.

WINE RELAIS AND THE CULTURE OF TASTE

The Wine Relais Feudi del Pisciotto offers refined hospitality in 15 rooms and suites created in the Baglio and the oldest part of the Palmento. The furnishings blend contemporary style with references to Sicilian tradition,

with ceramics from Caltagirone, Italian art and design pieces, and large open spaces overlooking the vineyards. The offer is completed by a wellness area created in the ancient Palmento, a swimming pool with solarium and a pool bar in the pine forest, where guests can enjoy moments of full relaxation in harmony with nature. Within the estate, the restaurant Il Palmento di Feudi, awarded 2 Forks by Gambero Rosso, represents gastronomic excellence. Located in the evocative spaces of the historic winery, with a glass floor overlooking the barrel cellar and a panoramic terrace, it offers traditional Sicilian dishes revisited with creativity, using only local and seasonal ingredients. The restaurant also hosts a Cooking School in collaboration with Le Cirque, the famous New York restaurant: here it is possible to take part in courses ranging from two days to two weeks, to discover the secrets of authentic Sicilian cuisine.

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Cranchi Zaffiro 34 anno 2003, 11,21 m, motori 2x260 Volvo Penta EFB D, visibile a Jesolo (VE), tel. +39 0421/91616 - dalvi@dalvi.it



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Astondoa 110 Century nuova, 32,96 m, 5 cabine e 5 bagni standard + bagno diurno, trattativa riservata, tel. +39 0424/533348 - +39 320/2820629 - lead@frattinyachting.it



Astra 210 in buono stato, motore Mercury 90 HP, tendalino 2024, stereo bluetooth, 2 casse marine, 2 batterie, plancette vetroresina, euro 5.200, tel. +39 338/8934294



Austin Parker Ibiza 44 WA nuovo, anno 2024, 13,70 m, motori 2x550 HP Cummins EB D, tel. +39 0421/91616 - dalvi@dalvi.it



Baia 40 anno 1984, 12,08 m, motori 2x372 HP Cummins EB D, vis. Jesolo Lido (VE), euro 85.000, tel. +39 0421/91616 - dalvi@dalvi.it



Barca 5 m, motore 40 HP, secondo motore gemello per pezzi di ricambio, no carrello, euro 1.500, tel. +39 328/3996626



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



Boston Whaler 25 Revenge Mercury 2x150 HP, 2022, 4 portacanne, antivegetativa, pavimenti in teak, euro 58.000, tel. +39 041/5382523 - info@campellomarine.it



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



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



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



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



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



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

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SACS S 590, anno 2006, mt. 5,90
1X150 EVINRUDE FB B
Ottime condizioni, 260 ore di moto, incl. rimorchio



CRANCHI ZAFFIRO 34, 2003, mt. 11,21
2x260 VOLVO PENTA EFB D
Super accessoriata, condizioni impeccabili



SALPA LAVER 23.5, anno 1999, mt. 7,14
1x189 MERCUISER EFB B
Motore revisionato, 2 posti letto, wc elettrico



RIVA SAINT TROPEZ, anno 1985, mt. 9,50
2X350 THERMO ELECTRON EB B
Ottime condizioni, scafo bianco, 2 posti letto



SEALINE 400 AMBASSADOR, 1993, mt. 12,00
2x231 VOLVO PENTA EFB D
Molto abitabile, 2 cabine + 2 bagni



CARNEVALI 140, anno 2002, mt. 14,20
2x455 CATERPILLAR EB D
Ottime condizioni, 3 cabine, accessoriata



ZENIT 44 OPEN, anno 2005, mt. 13,30
2X450 MAN EB D
Ottime condizioni, 2 cabine + 2 bagni



RIO 750 CRUISER, anno 2001, mt. 8,07
1x230 VOLVO PENTA EFB D
In perfette condizioni, super accessoriata



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 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



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



Pardo Yacht 43 2020, 14 m, 2x440 HP Volvo Penta IPS 600 - D6, vis. Sardegna, tel. +39 347/1890139 - seatimeyachting@gmail.com



Ranieri International 275 LX nuova, 8,20 m, varie possibilità di motorizzazione, tel. +39 06/65024111 - +39 348/4435165 - info@giada96.it



Ranieri International Voyager 19 S nuovo, 5,65x2,20 m, tel. +39 06/65024111 - +39 348/4435165 - info@giada96.it

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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



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



Mochi Fly 40 Europa 11,64 m, 2 motori Aifo da 380 HP, 1.300 ore, scadenza RINA 2029, 2 cabine, 2 bagni, generatore 3,5 kW, accessori, euro 79.000, tel. +39 339/3781711



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



Orizzonti Nautilus 670 anno 2024, motore Mercury F115ELPT, accessoriata, euro 32.000, tel. +39 06/65024111 - +39 348/4435165 - info@giada96.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



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



Ranieri Path Finder 560 in ottime condizioni, carrello non omologato compreso, possibilità di aggiunta motore Yamaha 115 HP 4T, tel. +39 338/2677820

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Ranieri International Next 330 LX nuova, 10,15x3 m, 4 posti letto, console Luxury, varie possibilità di motorizzazione, tel. +39 06/65024111 - +39 348/4435165 - info@giada96.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 3560 anno 2004, 11,58 m, motori 2x285 HP Volvo Penta EFB D, Adriatico, euro 125.000, tel. +39 0421/91616 - dalvi@dalvi.it



Riva 63 Vertigo anno 2010, 19,57 m, motori 2x1.360 MAN EB D, visibile Adriatico, euro 980.000, tel. +39 0421/91616 - dalvi@dalvi.it



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



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



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



Wellcraft Eclipse 7,80x2,30 m, motore Mercruiser 5.000 cc tagliando, piede revisionato, tutto fatturato, in ottime condizioni, vis. Chioggia, euro 18.000, tel. +39 347/4154347

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



Saver 600 categoria B, Mercury F150 EFI in garanzia ufficiale fino al 2027, buonissime condizioni, euro 17.000, tel. +39 338/8719795 - +39 338/9347188 - info@nauticaforo.it



Saver Manta 600 carena perfetta, eco. Dragonfly 4, impianto elettrico nuovo, serbatoio benz. 160 l nuovo, t-top acciaio, vis. Porto Levante, euro 15.500, tel. +39 379/1868242



Sea Ray Sunsport 230 Mercury 225 V6, 7,16 m, anno 2024, euro 75.000, tel. +39 041/5382523 - info@campellomarine.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 44 Open 2024, 2x480 HP D6 Volvo Penta - IPS 650, tel. +39 347/1890139 - seati-meyachting@gmail.com



Solaris Power 52 Open 14,83 m, 2x600 HP Volvo Penta D8, anno 2024, tel. +39 347/1890139 - seati-meyachting@gmail.com

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



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



Beneteau Baroudeur 8 metri, entrobordo Craftsman 16 HP diesel, 2 batterie, euro 14.000 trattabili, tel. +39 059/468219 - www.mon-torsisport.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, fuoco 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, semplicemete 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, entrobordo 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



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



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



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



Comet 1050 Plus condizioni eccellenti, molti lavori e sostituzioni recenti, 2 cabine, 1 bagno, cucina basculante, motore Yanmar 30 HP, euro 29.800, tel. +39 334/6219095

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



Dufour Arpege 1974, refitting totale 2020, albero e boma originale, vele poco usate, manovre fisse/mobili nuove, euro 20.000, motore Lombardini 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 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, altri numerosi accessori, nessun lavoro da effettuare, euro 48.000, tel. +39 380/2347118



Forgius 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, superaccessoriata, euro 17.000, tel. +39 347/7855143



Grand Soleil 34 ben tenuta, superaccessoriata, 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, superaccessoriata, euro 119.000 trattabili, tel. +39 339/8099173



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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 Sun Odyssey 37 3 cabine, 2002, Volvo Penta MD2040 40 HP linea d'asse con 3.500 ore circa, carena e deriva perfetta, vis. Messina, euro 59.000, tel. +39 340/7046382



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



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



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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



Bali 4.2 2024, 4 cabine doppie con bagno, per le Isole Eolie, a partire da euro 3.500 per una settimana, tel. +39 371/3234443 - info@mad-maxcharter.it



Bali 4.2 2023, 12,85 m, 4 cabine doppie + 1 skipper, 4 bagni + 1 skipper, base Marina di Cecina, da euro 5.602, tel. +39 06/94507580 - booking@barcando.it



Bali Catspace 2025, 12,31 m, 4 cabine, 4 bagni, base Capo d'Orlando (Sicilia), da euro 5.058 (settimana 7 giugno), tel. +39 06/94507580 - booking@barcando.it



Bavaria Cruiser 41 periodo 20-27 settembre, base Marina di Portisco, 3 cabine, 8 posti letto, 2 WC, prezzo scontato euro 2.738,70, tel. +39 0789/25944 - info@cruisingcharter.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 46.1 "Ludi" del 2022, 14,6 m, 5 cabine, 10+2 posti letto, 3 bagni, Yanmar 57 HP, base Marina di Stabia, tel. +39 338/1094098 - www.aladarsail.com




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Bali Catspace 4 cabine matrimoniali, 4 WC + 1 crew WC, posti letto: 10 + 2 in dinette, base d'imbarco Portorosa (ME), tel. +39 342/0707839 - eolocharter@gmail.com



Bavaria 44 anno 2004, lunghezza f.t. 13,95 m, 10 posti letto, 2 WC, base Marina degli Aregai (IM), tel. +39 368/3283253 - +39 348/6381302 - info@lavelaonline.it



Bavaria C45 Insolence 2023, 4 cabine, 2 WC, 10 posti letto, Bocca di Magra, da euro 3.100, tel. 0187/601254 - lebateaublanc@lebateaublanc.it



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.com



Bazzoni gozzo, 7,5 m, 40 HP D, max 12 pax, escursione privata con skipper, per Savalletri, Torre Egnazia, Capito e Torre Santa Sabina, base: Torre Canne, Marina di Ostuni, tel. +39 0831/364096



Beneteau Oceanis 28 14 m, 5 cabine, 3 bagni con doccia, carburante 200 litri, 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



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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.com



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



Beneteau Oceanis Clipper 373 perfetta per navigare nella Riviera Francese, massimo 6 persone per garantire il massimo comfort, tel. +39 019/812095 - info@ziggumare.it



BWA 34 Freedom 2 motori 300 HP, 1 cabina con bagno, base di imbarco La Maddalena, tel. +39 328/6442195 info@emeraldcruses.it - www.lamaddalenaprivateboat.com



BWA 34 Freedom 2 motori 300 HP, 1 cabina con bagno, base di imbarco Cannigione e Porto Cervo, tel. +39 328/6442195 info@emeraldcruses.it - www.lamaddalenaprivateboat.com



Caicco Stella Maris, 8 cabine, 16 ospiti, 7 crew, destinazione Croazia, tel. +39 335/5408943 - charter@my-bec.com



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 Wee Sail, 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.com



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



Elan Impression 45.1 anno 2021, 4 cabine, 8+2 posti letto, 2 bagni, base Marina di Cannigione, tel. +39 338/1094098 - www.aladarsail.com



Fountaine Pajot Tanna 42 12,91 m, 3 cabine + 1 crew / 4 cabine + 1 crew, base d'imbarco Marina Olbia e Marina d'Archi, tel. +41 768433189 - www.marinayachtsales.it



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



Harmony 38 11,67 m, 3+2 cabine, 1 WC, base Marina degli Aregai (IM), tel. +39 368/3283253 - +39 348/6381302 - info@lavelaonline.it



Jeanneau Sun Odyssey 37 2007, 11,25 m, 8 posti letto, WC, base Marina del Fezzano (SP), tel. +39 368/3283253 - +39 348/6381302 - info@lavelaonline.it



Lagoon 40 Agorà 2018, 4 cabine, 4 WC, 10 posti letto, Bocca di Magra, da euro 3.500, tel. 0187/601254 - lebateaublanc@lebateaublanc.it

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



Lagoon 55 El Blue, luxury charter, 3 crew, 5 cabine ospiti, disponibile Isole Eolie, Egadi, Costiera Amalfitana, tel. +39 338/4218477 - info@shamandura.com



Lagoon 380 S2 4 cabine, 11,55 m, base Imperia Porto Maurizio, tel. +39 368/3283253 - +39 348/6381302 - info@lavelaonline.it



Lagoon 620 Lady Rachel, 3 crew, 4 cabine ospiti, disponibile Isole Eolie, Egadi, Costiera Amalfitana e Sardegna, tel. +39 338/4218477 - info@shamandura.com



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



Llaut Menorquin 45 max 10 persone, cabina con 2 cuccette, bagno, cucina, doccia, imbarco a Porto Mahón Spagna, tel. +34 622309662 - info@isasmenorca.com



Lomac 790 IN max 12 persone, 300 HP, ampio prendisole e solarium, dinette, imbarco a Porto Mahón Spagna, tel. +34 622309662 - info@isasmenorca.com



Quicksilver 755 sundeck max 8 persone, 250 HP, ampio prendisole, dinette, 2 posti letto, imbarco a Porto Mahón Spagna, tel. +34 622309662 - info@isasmenorca.com



Solaris Power 44 Open max 11 persone, ampi spazi a bordo, cucina, bagno, 2 cabine, dinette, imbarco a Porto Mahón Spagna, tel. +34 622309662 - info@isasmenorca.com



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



Tecnomar Vevekos 27 metri, 3 cabine, base a Marina d'Arechi, noleggio a Napoli, in Sicilia e in Sardegna, tel. +39 06/87729042 - info@sea-seacharters.com

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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



BWA 34 Premium 2 Evinrude 250 HP, 140 ore, garanzia fino 6/2027, cabina, bagno, elettronica Garmin, audio Fusion, accessori, euro 159.000, tel. +39 335/7029823



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 HP, usato solo in estate e poi sempre rimesato al coperto, euro 119.000, tel. +39 0182/87831 - info@fourmarine.it



Gommone perfetto, Mercury 40/70, elica in acciaio, solo 160 ore moto, compreso rimesaggio 1 anno, euro 8.500, tel. +39 342/7073849



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 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 rimesato, 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 2009, 7,46 m, motore 250 HP Yamaha FB B, vis. Jesolo Lido (VE), euro 30.000, tel. +39 0421/91616 - dalvi@dalvi.it



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



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 1.034, superaccessoriato, euro 79.500, tel. +39 339/6031603



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 12.500, 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 500, motore Suzuki 40 HP 2T, carrello con freni nuovi, ecoscandaglio, tendalino, cucineria, accessori completi, rimessato al coperto, euro 6.600, tel. +39 340/4565440



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 520 anno 2024, tubolari e cucineria nuovi, motore Mercury 40 HP 4T rimessato con idroguida, elica in acciaio, pronto all'uso, euro 8.500, tel. +39 338/3908344



Lomac 710 IN con Suzuki DF175AP, anno costruzione 2022, messo in acqua 05/2023, euro 58.000, tel. +39 06/65024111 - +39 348/4435165 - info@giada96.it



Lomac Euforia 580 rimanenza stock, 5,70x2,37 m, prendisole di prua completo di prolunga, euro 18.700, tel. +39 06/65024111 - +39 348/4435165 - info@giada96.it



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



Lomac Turismo 7.0 con Mercury F200 DS, versione demo, 6,94x2,72 m, accessorio, euro 99.900, tel. +39 06/65024111 - +39 348/4435165 - info@giada96.it



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

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



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



Marshall 100 anno 2005, motore Yamaha 115 HP 4T, euro 13.900, tel. +39 335/8233645



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



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



Nuova Jolly Prince 23 anno 2011, motore Mercury 225 HP 2019 con 200 ore, GPS, ecoscandaglio, VHF, stereo, roll-bar e tendalino 2024, euro 48.000, tel. +39 334/7364906



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



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



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



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



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



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



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



Sacs S 590 2006, 5,90 m, motore 150 HP Evinrude FB B, vis. Jesolo Lido (VE), euro 16.500, tel. +39 0421/91616 - dalvi@dalvi.it



Scar GS 190 anno 2024, 5,80x2,40 m, in benissimo condizioni, motore Yamaha 40 HP 4T anno 2022, 350 ore moto, numerosi accessori, euro 19.949, tel. +39 347/5922263



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



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Yam 400S anno 2020, 4,00 m, motore 20 HP in ottime condizioni, paiolato in alluminio, ruote alaggio, accessori completi, facile da trasportare, euro 1.800, tel. +39 345/3167685



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 360 FR chiglia pneumatica, Tohatsu 9.9 HP 4T, ruote alaggio, pompa elettrica, accessori completi, usato pochissimo, euro 3.450, tel. +39 327/0495456

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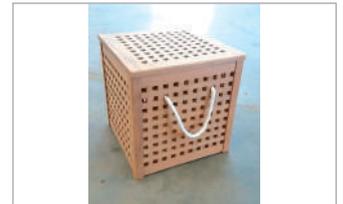
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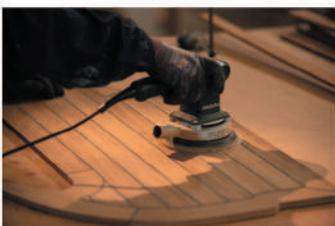
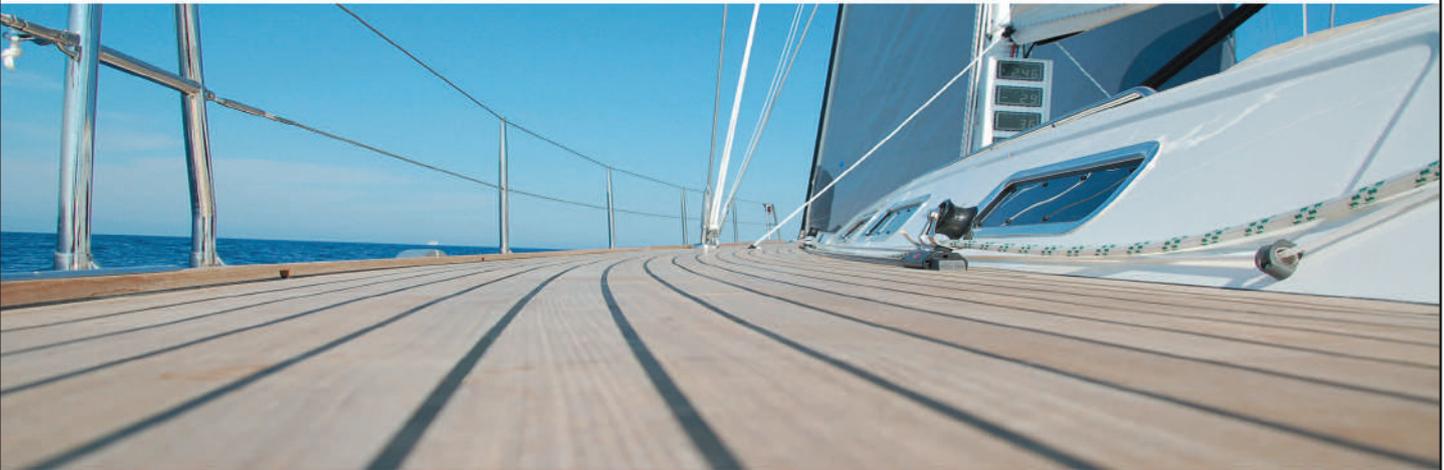
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Detergente per vetro e plexiglass Kristal Clean studiato per la pulizia di vetri e plexiglass di imbarcazioni, roulotte, ecc. Ottimo anche per la pulizia giornaliera di mobili, suppellettili in legno, metallo e qualsiasi materiale, formato da 750 g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



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



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 for-

maldeide. 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



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



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@nautica-fiorio.it



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 Suzuki DF40A, gambo lungo, nuovo, da immatricolare, euro 5.200, tel. +39 06/65024111 - +39 348/4435165 - info@giada96.it



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Motore Mercury F40 PRO, euro 6.000, tel. +39 06/65024111 - +39 348/4435165 - info@giada96.it



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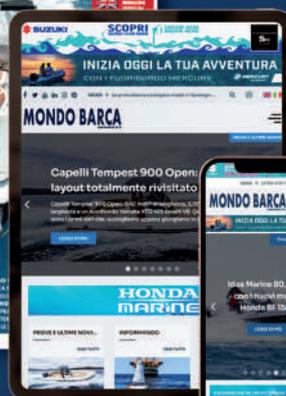
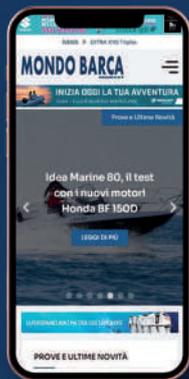


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