

# MONDO BARCA

## MARKET

**COVER**

**ASTOR 36**  
BY DANIEL ARSHAM

**TEST**

**NIMBUS COMMUTER 11**  
**SCANNER ENVY 950 TENDER**

**DESIGNER E PROGETTISTI** BG DESIGN FIRM

**PRIMO PIANO** CANNES YACHTING FESTIVAL: INTERVISTA A SYLVIE ERNOULT

**AVVOCATO A BORDO** CONCESSIONE DI AREE ADIBITE A PORTI TURISTICI

**PESCA** DRIFTING AL TONNO - IL PORTACANNA CHE VORREI

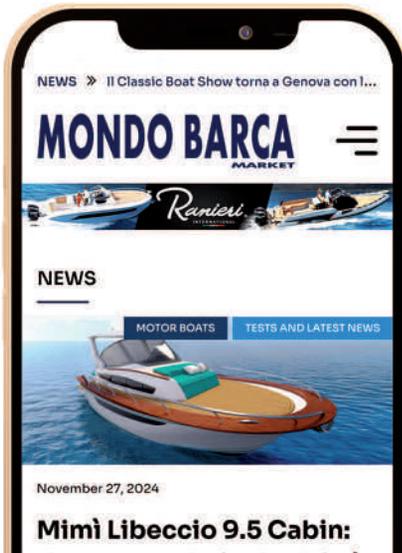
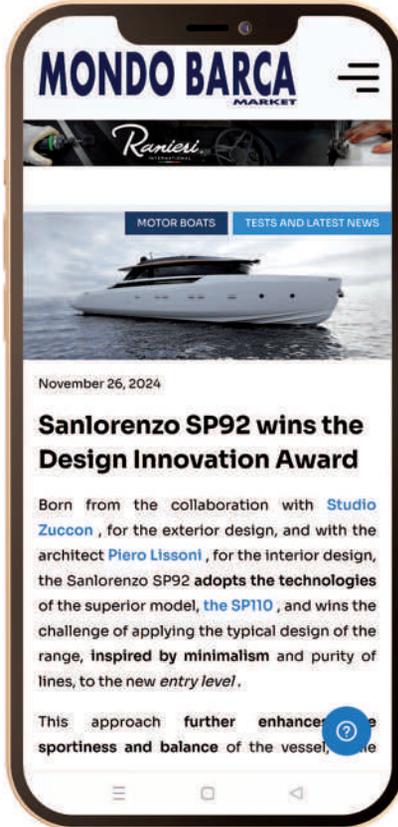
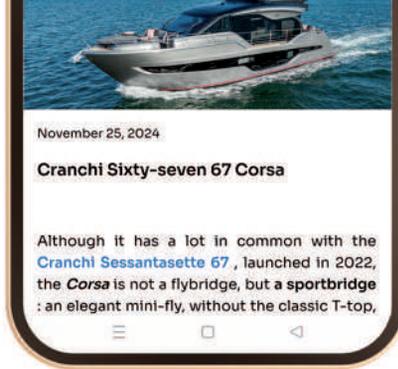
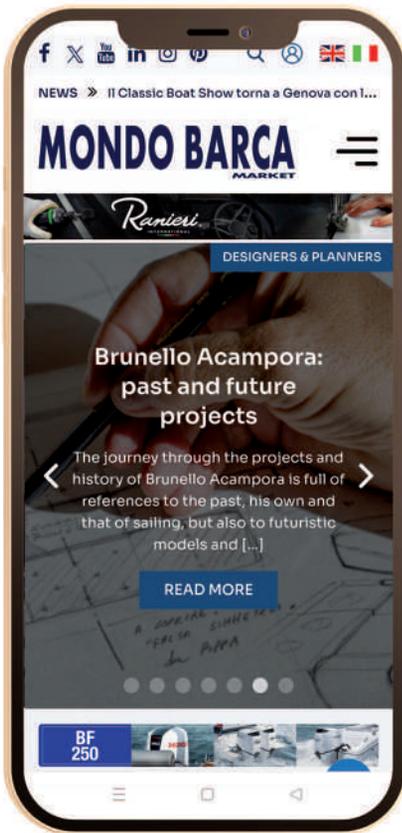
**TECNICA E CONSIGLI** TESSUTI NAUTICI SOTTO STRESS? - PULIZIA DI BORDO: DYSON CAR+BOAT

**TREND & LIFESTYLE** IL FASCINO RIVA SBARCA A MAIORCA

**MERCATO NAUTICO** LE MIGLIORI OCCASIONI



ISSN 1594-221X



**WE SHARE  
THE SAME PASSION**

**WWW.MONDOBARCAMARKET.IT**

SEA TRIALS  
TECHNICAL SPECIFICATIONS | NEWS  
TECHNIQUES AND TIPS | ACCESSORIES  
MARINAS | FISHING  
DESIGNERS | TRENDS & LIFESTYLE  
BUYING, SELLING AND CHARTER ADS



# PROTAGON

YACHTS by SELVA



**NOVITÀ**



**#SelvaPromo**

**XSR Best**  
**IL MIGLIORE**



SUI FUORIBORDO  
**5 ANNI**  
di garanzia  
SOLO PER USO DIPORTO  
Limitata da condizioni ed esclusioni  
Per info rivolgersi al  
concessionario

**PREZZI INCREDIBILI**  
**SU TUTTA LA GAMMA DI MOTORI 4T**

Iniziativa #SelvaPromo valida fino al 30-06-2025 presso i concessionari aderenti.

**SULLA GAMMA XSR INTERESSI ZERO**  
**(TAN 0,01% TAEG MAX 3,87%)**

Seguici su:  
**SELVA MARINE**

PREZZI #SelvaPromo



Finanziamento fino a 24 mesi - prima rata a 30 giorni - importo finanziabile da € 4.000 a € 10.000.  
Iniziativa valida fino al 31/08/2025, presso i concessionari aderenti.

Esempio riferito alla casistica più onerosa per il cliente € 4.000 (importo totale del credito) in 12 rate da € 336,67 TAN fisso 0,01% TAEG 3,87%. Il TAEG rappresenta il costo totale del credito espresso in percentuale annua e include: interessi € 0, costi per l'attività istruttoria pari all'1% del finanziamento, imposta di bollo su finanziamento € 16, bollo su rendiconto annuale e di fine rapporto € 2 (per importi superiori a € 77,47), spesa mensile gestione pratica € 2,20; importo totale dovuto (importo totale del credito + costo totale del credito) € 4.082,44. Il TAN è diverso da zero esclusivamente per effetto di arrotondamento decimale. Offerta valida fino al 31/08/2025. Messaggio pubblicitario con finalità promozionale. Per le informazioni precontrattuali richiedere sul punto vendita il documento "Informazioni europee di base sul credito ai consumatori" (SECCI) e copia del testo contrattuale. Salvo approvazione Agos Ducato S.p.A. I concessionari SELVA MARINE operano quali intermediari del credito NON in esclusiva.

SELVA S.p.A.  
Viale dell'Industria, 13  
23037 Tirano (So) - Italia  
[www.commercialeselva.it](http://www.commercialeselva.it)

**Agos**





**ITALBOATS**  
IN PURSUIT OF PERFECTION



# SUMMARY

Mondo Barca Market n. 302 | JULY 2025

## TESTS AND LATEST NEWS

- 18** Astor 36 by Daniel Arsham
- 24** Nimbus Commuter 11
- 32** Scanner Envy 950 Tender

## CHEF ON BOARD

- 36** Turbot with porcini mushrooms

## THE UNDERWATER WORLD

- 38** Enchantment and introspection under the sea

## FISHING

- 40** Tuna drifting
- 44** The rod holder I wish I had

## NEWS

- 49** Seanapps: the app for the modern boater
- 51** GPSMAP 1523XSV:  
the new 15-inch ultrawide Garmin chartplotter
- 53** The “METAMORFOSI” of the maxi rib:  
an unprecedented evolution

## DID YOU KNOW THAT...

- 54** Curiosities from the sea world

## TECHNIQUES AND TIPS

- 56** Nautical fabrics under stress?
- 58** On-board cleaning? No worries!  
Here comes Dyson Car+Boat
- 60** Let's get to know P&I Clubs



# MONDO BARCA

MARKET

ENGLISH  
DIGITAL  
EDITION



Scan this QR CODE to read  
the magazine in English

# SUMMARY



## LAWYER ON BOARD

- 64** Excise duty exemption regime for fuels used in navigation and related requirements
- 68** Granting of areas used as tourist ports

## FOCUS

- 72** Behind the scenes of the Cannes Yachting Festival: Interview with Sylvie Ernoult

## DESIGNERS

- 80** BG Design Firm

## TRENDS & LIFESTYLE

- 88** The charm of Riva lands in Mallorca

## ADVERTISEMENTS

- 92** Photo Listings - Motorboats
- 98** Photo Listings - Sailboats
- 101** Photo Listings - Charters
- 104** Photo Listings - RIBs
- 108** Photo Listings - Accessories, Engines, Instruments, Various
- 112** Ad Coupon
- 114** Subscriptions



## MULTIMEDIA SECTIONS

By scanning the QR CODE, you can explore the article with additional content, like videos, images, links, or PDFs



Edizioni Annesi Srls

### MANAGEMENT

### EDITORIAL OFFICE – ADMINISTRATION

Via dei Lecci, 26 - 00062 Bracciano (RM)

Phone +39 06 99806045

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

[info@mondobarcamarket.it](mailto:info@mondobarcamarket.it)



### EDITOR-IN-CHIEF

Elisa Annesi - [elisa@edizioniannesi.it](mailto:elisa@edizioniannesi.it)

### COORDINATOR

Vincenzo Annesi - [info@edizioniannesi.it](mailto:info@edizioniannesi.it)

### ADVERTISING

Tel. +39 06 99806045 - +39 349 4068646

[marketing@mondobarcamarket.it](mailto:marketing@mondobarcamarket.it)

### CONTRIBUTORS

Simone Biondi, Franco Annesi, Ambra Pompei, Flavia Flamini, Laura De Santis, Chiara Allegretti, Marco Ballerio, Chiara Riveruzzi, Giuseppe Coccia, Manuel Carillo, Cristian Battista, Jury Perissotto, Davide Acone, Greta Ferrari, Simona Coppola, Massimo Fabio, Daniele Motta, Luciano Pau, Pierfabio Comparato, Gianfranco Pascucci e Aurelio Annesi

### 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 16.07.2009

Printing Tuccillo Arti Grafiche Srl

### BACK ISSUES:

Back issues cost double the cover price.

For information, call +39 06 99806045

Mondo Barca Market solely offers a service. It does not receive commissions for transactions, does not engage in commerce, and is not responsible for the quality, origin, or truthfulness of advertisements. Manuscripts or photos are not returned, even if unpublished. Total or partial reproduction of photos, trademarks, or texts is prohibited. All rights reserved. Unless otherwise agreed in writing, collaboration with this periodical is entirely voluntary and unpaid.

### Confidentiality Guarantee:

Annesi Edizioni Srls guarantees the utmost confidentiality of the data you provide and the possibility to request its correction or deletion free of charge by writing to [info@mondobarcamarket.it](mailto:info@mondobarcamarket.it). The information stored in our electronic archive will only be used to send you commercial offers. Privacy policy in accordance with EU Regulation 2016/679 ("GDPR").



# Gommone come Nuovo!

## PRIMA BEFORE



Guarda il video!



Watch the video!

## GUIDA PASSO PASSO con Blue Marine

## DOPO AFTER



blue-marine.it

Blue Marine Srls

Prolun. di Viale Ionio - Marina di Ginosa (TA) - Italy  
tel. +39 099.827.17.46 - info@blue-marine.it



# NWC MARINE



“Animati dalla stessa passione, ispirati dal mare”

 **SUZUKI**  
CONCESSIONARIO DI ROMA

## I NOSTRI SERVIZI

- ✓ MOTORI NUOVO E USATO
- ✓ MANUTENZIONE E RICAMBI ORIGINALI
- ✓ ACCESSORI ALAGGIO E VARO
- ✓ RIPARAZIONE BARCHE E GOMMONI
- ✓ ASSISTENZA PRE E POST VENDITA



 [nwcmarineitalia@gmail.com](mailto:nwcmarineitalia@gmail.com)

 Cell. +39 389.034.9666

 SHOWROOM - Via della Scafa, 19 Fiumicino  
NEGOZIO PORTO TURISTICO DI ROMA - Lungomare Duca degli Abruzzi 84, Lido di Ostia

scopri la nostra linea di abbigliamento

visita il sito





# EDITORIAL

---

**T**his issue offers a concrete and in-depth overview of the current boating sector, with contributions ranging from design innovation to regulatory developments, including sea trials, technical insights, lifestyle topics, and the many facets of contemporary yachting.

On the cover, the Astor 36 by Daniel Arsham is an original project born from the collaboration between Bellini Yacht and the renowned American artist.

A limited-edition walkaround that redefines the boundaries between art, design and naval engineering, turning the boat into a true floating sculpture.

We continue with a focus on Scandinavian boatbuilding: in Cattolica we tested the Nimbus Commuter 11, a model that embodies Nordic functionality, but is also perfect for sailing in the Mediterranean sea.

Following that, the test of the new version of the Scanner Envy 950 Tender: an elegant and high-performance maxi RIB, designed both as a tender and as a leisure craft.

Together with photographer Greta Ferrari, we dive into the heart of the Ligurian Sea, exploring three of the most fascinating diving sites on the Eastern Riviera.

For sport fishing enthusiasts, Manuel Carillo illustrates the techniques of tuna drifting, while

Davide Acone signs a useful insight on the various types of rod holders.

A look at maintenance is also included: with summer around the corner, we offer practical advice to keep nautical fabrics in excellent condition.

The technical section is completed by the contribution of Naval Engineer Daniele Motta on the insurance profiles offered by the P&I Clubs.

On the legal front, in the “Lawyer on Board” column, we address the latest tax developments related to fuels and analyze a recent ruling concerning concessions of tourist port areas.

In “Focus”, an exclusive interview with Sylvie Ernoult, who reveals the behind-the-scenes of the Cannes Yachting Festival and the challenges of organizing one of the most anticipated events in the industry.

We close with an interview with designer Giuseppe Bagnardi from BG Design Firm, who tells the story behind the Otam 90 GTS and reflects on trends in yacht design. Finally, between lifestyle and legend, we discover the new Riva Lounge at the Hotel de Mar Gran Meliá in Mallorca, where the Riva legend meets Mediterranean elegance.

Enjoy the read and happy cruising!

# NEXT 285 LX



Style, greater interior volume and top performances. On board the NEXT 285 LX there is room for everything but compromise.

LENGHT  
8,80 m

WIDTH  
2,85 m

CAPACITY  
10(B) 12(C) pax

# CAYMAN 28.0 EXECUTIVE

**Ranieri**  
INTERNATIONAL



RANIERI INTERNATIONAL - Motonautica F.lli Ranieri Srl | Soverato (CZ) - Italy - ranieri-international.com

Signature silhouette, unmistakable elegance: Cayman 28 Executive combines comfort and performance.



LENGTH  
8,60 m

WIDTH  
3,30 m

CAPACITY  
20 pax

# SCANDINAVIAN BOATS



 **AQUADOR**  
400HT



  
**NIMBUS**  
495F



Scandinavian Boats  
[info@scandinavianboatsitalia.it](mailto:info@scandinavianboatsitalia.it)  
+39 348 6905977



*original complements for boats*



# CX240 SUMMER *edition*



THIS SUMMER, WE DON'T FOLLOW TRENDS. WE SET THEM.

CX240 SUMMER EDITION IS BUILT TO BREATHE NEW LIFE INTO THE MID-SIZE BOAT SEGMENT WITH A STRIKING ALL-WHITE LOOK, EXCLUSIVE WHITE HULL AND MATCHING UPHOLSTERY. LIMITED AVAILABILITY AND UNLIMITED STYLE.



FIND YOUR LOCAL DEALER



**CAPOFORTE**

[CAPOFORTEBOATS.COM](http://CAPOFORTEBOATS.COM)

EXPERIENCE THE SEA AS YOU LOVE TO DO

[VANILLA-SEA.COM](http://VANILLA-SEA.COM)

**VanillaSea**  
CHARTERING NETWORK



# PRENOTA LA TUA PROVA AVATOR



## CONTATTA IL TUO CONCESSIONARIO PER FISSARE IL TUO APPUNTAMENTO!

Silenzioso e dalle prestazioni ultra-fluide, un fuoribordo elettrico Avator ti permette di cogliere qualsiasi dettaglio della tua avventura in barca. La tecnologia di questo fuoribordo ti consente di immergerti completamente nell'ambiente naturale che ti circonda. Curioso di provarlo!

Da oggi una selezione di concessionari Mercury, più di 20 in tutta Italia, è a tua disposizione per farti provare, su appuntamento, Mercury Avator 7.5 e.



Scansiona il Qrcode e prenota  
il tuo test avator presso l'Avator  
Experience Center più vicino

  
**MERCURY**  
GO BOLDLY.™

[MercuryMarine.com/Avator](https://MercuryMarine.com/Avator)

# ASTOR 36 BY DANIEL ARSHAM

THE YACHT BECOMES A WORK OF ART

by Elisa Annesi





Unveiled as a world premiere at the last Venice Boat Show, the new walkaround by Bellini Yacht, created in collaboration with the famous American artist Daniel Arsham, marked a turning point in the contemporary nautical scene, redefining the boundaries between naval engineering, artistic language, and digital innovation.

Last May saw the official debut of the Astor 36 by Daniel Arsham, a boat that managed to combine construction excellence and artistic vision in a bold and unconventional project. This limited-edition model, 11.30 meters long with a beam of 3.90, was born from the collaboration between Bellini Yacht, a brand of the Bellini Group dedicated to luxury yachting, and Daniel Arsham, an internationally renowned American artist known for his style that blends hypothetical future and material nostalgia. The technical base is represented by the proven Astor 36, an open walkaround built with the craftsmanship excellence of the shipyard on Lake Iseo. But in this version, every line and surface has been reinterpreted through Arsham's creative lens, transforming the yacht into a true floating sculpture.

The essential geometries of the hull have been enhanced by an original color palette, studied in every detail: shades of grey and black alternate with the unmistakable Arsham Green, an aqua green that evokes the artist's aesthetic and has been consistently applied to the hull, profiles, hard-top, and console details.

### CUSTOM DESIGN AND REFINED MATERIALS

Every area of the boat has been carefully customized from an aesthetic point of view. The hard-top features a dynamic structure completed by faux smoke-colored teak surfaces, in which the artist's monogram is visibly integrated. The side air intakes have also been redesigned, with an exclusive design that incorporates the personal logo.

In the aft area, the sunpad is covered in a technical dry-feel fabric, resistant and comfortable, enriched by a custom-made plaque created to emphasize the uniqueness of the project.

The ergonomic and refined helm seats are decorated with custom stitching that reflects the visual identity of the entire boat. The helm console, perfectly integrated into the overall design, features a steering wheel with the Arsham logo and a Simrad 15 ULTRAWIDE GPS chartplotter navigation system, whose interface has been completely revised in collaboration with Mònade Studio to reflect the project's aesthetics.

The interior spaces stand out for their choice of custom finishes and the integration of two unique pieces from the Kohler x Daniel Arsham collection:





a mirror and a sink-sculpture, functional elements that also become a visual signature of the artist.

“My goal was to create something extremely elegant and surprising. In every collaboration, I look for a partner who is willing to give their all and allow me to experiment with new creative elements. I really found that partner in Bellini”, said Daniel Arsham.



### DIGITAL INNOVATION: THE BOAT'S PASSPORT

In addition to stylistic attention, the Astor 36 by Daniel Arsham has introduced an absolute technological innovation in the nautical sector: the Digital Product Passport (DPP), developed in collaboration with the French startup Ariane.

This digital passport, based on blockchain and activated via QR Code, makes it possible to trace the complete history of the boat – from production to after-sales services – ensuring transparency, authenticity, and a new form of relationship between shipyard and owner. The collaboration with Arsham – already a partner of brands such as Porsche, Hublot and Tiffany & Co. – has given the

Astor 36 a value that goes beyond the nautical object. It is a collector's boat, designed for a cultured owner, sensitive to the language of art and attentive to the evolution of visual culture.

“Collaborating with Daniel Arsham was a natural way for us to explore new formal and visual languages. This version of the Astor 36 is the result of the encounter between our design vision and the artist's unique aesthetic; together with him, we wanted to go beyond the boundaries of functional design, creating an object that dialogues with time, space, and perception. It is a work that reflects our brand's identity and its openness to the language of contemporary art”, concluded Martina Bellini, Marketing Director of the Bellini Group.



Daniel Arsham, a New York-based artist, uses geological materials such as sand and volcanic ash to create works that appear as relics from the future. Arsham has been the subject of solo exhibitions at the Orange County Museum of Art, United States; the Musée Guimet in Paris, France; the UCCA Center for Contemporary Art in Dune, China; the MOCO Museum in Amsterdam, Netherlands; the HOW Museum in Shanghai, China; the Cranbrook Art Museum in Detroit, Michigan; the High Museum of Art in Atlanta, Georgia, USA. Arsham's works have also been exhibited at the Triennial of the National Gallery of Victoria in Melbourne, Australia; the Athens Biennale, Greece; the Musée Fenaille in Rodez, the Carré d'Art in Nîmes, and Paris La Défense, France; Frieze Sculpture in London, United Kingdom; the Athens Biennale in Greece; the Crystal Bridges Museum of American Art in Bentonville, Arkansas; the SCAD Museum in Savannah, Georgia; the Museum of Contemporary Art in Chicago; the New Museum and MoMA PS1 in New York, USA.

# ASTOR 36 BY DANIEL ARSHAM

## TECHNICAL SPECIFICATIONS

LOA	11.30 m
Hull length	9.99 m
Waterline length	9.30 m
Maximum beam	3.90 m
Draft	0.70 m
Displacement (light)	7.8 t
Displacement (full load)	9.2 t
Fuel tank	700 l
Water tank	150 l
Passenger capacity	10
Engines	Volvo Penta V8 2x380 o 2x350 HP
Cabins	2
WC	1

## EQUIPMENT

### STANDARD

Water distribution system connected directly from the dock; acoustic/light bilge water alarm; 4 engine/service batteries; 40-litre electric boiler; magnetic compass; 50A automatic battery charger with 3 outputs; 50 m - 8 mm chain; cockpit shower; Volvo Penta Easy Connect; fire extinguishers: 1 automatic in the engine room + 1 manual in the cockpit; 12V/DC 230V/AC electrical system; boat hook; pressure pump; custom adjustable Bellini steering wheel; 32 Ah shore power socket with connection cable; adjustable pilot seat; electronic steering and controls; 1,000 Watt electric windlass; electric marine WC; cabinet with sink and cutting board; black water holding tank; 15 kg Ultramarine stainless steel anchor; courtesy lights in the cockpit; SIMRAD 15 UW colour GPS/chartplotter with depth sounder; deck hatches with opening mechanism; coloured aesthetic line.

### OPTIONAL

Full paint of hull, deck, furniture, and console (custom colours); Esthec colour and graphics (custom colour); hard-top included with carbon fiber finish and diffused lighting; Besenzoni retractable hydraulic gangway; console cover; external upholstery cover kit; aft awning with carbon poles; induction plate for external cabinet; cockpit refrigerator; second refrigerator in the cockpit replacing the ice maker; custom fenders and fender covers (6 pieces); 27" smart TV in



salon including router with SIM; custom interior fabric colours and configurations; second Simrad 15" ULTRAWIDE glass cockpit chartplotter GPS display with custom graphic interface; Volvo Penta joystick package; integrated Simrad RS100 VHF; JBL stereo system with black grille; bow thruster; underwater lights (2 at the stern); Interceptor IN45 blade trim system L=45.

## SHIPYARD

### BELLINI YACHT

Via Carlo Lanza, 28  
25049 Clusane (BS)  
Mobile +39 333 8844261  
[www.belliniyacht.it](http://www.belliniyacht.it)  
[info@belliniyacht.com](mailto:info@belliniyacht.com)

# NIMBUS COMMUTER 11

NORDIC WITH A TWIST

by Luciano Pau



The Nimbus brand comes from Sweden and is imported into Italy by Scandinavian Boats Italia. Its range includes well-designed and well-finished boats with a Scandinavian touch, yet with features also ideal for navigation in the Mediterranean sea. One of the most iconic models is the C11, which we tested for you.





Scandinavian Boats Italia is a name that replaced the former Bella Center Italia, which had originally stemmed from a collaboration with the Bella Veneet-Oy shipyard. This shipyard included brands like Bella, Flipper, and Aquador, which later became part of the Nimbus Group, one of the most prestigious in Scandinavian boatbuilding.

Scandinavian Boats Italia is now the official importer of products from the Nimbus Group, more precisely the brands Nimbus, Flipper, Paragon Yachts, Aquador, and EdgeWater. We had the chance to approach a couple of these renowned brands during a meeting organized by the importer in Cattolica. The first brand we are putting under the spotlight is Nimbus,

based in Gothenburg, Sweden, where it has been building boats since 1968. A shipyard that places functionality, safety, and comfort of its boats at the forefront, considering that in Scandinavian countries the use of a boat can almost be compared to the use of a car in Italy, meaning daily use in any weather and sea conditions, even for simple work transfers.

Technology and environmental sustainability are primary factors to which the yard pays attention, and the result is hulls with a clear Nordic layout but with aesthetics very close to Mediterranean taste. These are boats where details are carefully attended to, sometimes excessively, perhaps at the expense of some practical functionality, like in this case

with the cushions, which we will mention later.

The first Nimbus-branded boat we want to examine closely is the C11 model, in where the letter C stands for “Commuter”.

But it’s not just any commuter, that is, a shuttle in the strict meaning of the word, because on this hull — which measures 12.4 meters in overall length and 3.46 meters in width — everything has been designed with a focus on the passengers. Whether it’s fast transfers or work-related trip, medium or long-distance holidays, weekends with family or friends it can be both comfortable and relaxing. The C11 mixes leisure-vacation use with professional-work use, that we can see in some details that go beyond mere functionality.

To begin with, we are talking

about a recreational unit where light is considered a very important element. So the entire cabin area is surrounded and topped with opening windows, both manual and electric

(optional), allowing in plenty of daylight and ensuring natural ventilation. At night, however, the cabin changes atmosphere by closing the side curtains and shutters, turning into a warm and comfortable area, to be lived in complete autonomy with all the guests on board.

The large saloon is a bit the heart of social life, shared between the galley made of Nordic oak — relocated here this year from its previous position in the sleeping area, and equipped with stainless steel sink, double induction hobs, and fridge — and a set of opposing sofas with a central folding table. The backrest of one of the sofas can be folded and offers three possible uses: as forward-facing seating while sailing, for dining, or as a sofa. The pilot and co-pilot have at their disposal a pair of automotive-style suspension seats, high, with armrests and footrests at the base for seated driving. Side doors on both sides provide direct access to the side decks, proving comfort during mooring or when moving between bow/stern/cabin. The helm console is complete but not excessive. Two 12" MFDs can be installed, one of which comes as standard; the steering wheel is adjustable, there are grab handles, two small storage drawers, and a switch panel. The VHF radio (optional) is housed in a recess on the pilot's right-hand side; the stereo

system is also optional. At the base of the console, there is another single footrest for driving while standing. There are several compartments for storing items and gear.

Through a sliding glass door aft, you reach the cockpit, which features large floor lockers with significant storage capacity and a sofa/storage unit in the center with a reversible backrest, allowing it to be used as a sunbed. Two more lockers are found on top of the gunwales.

Two stainless steel gates open and close the access to the engines and the movable platform. This last feature arouses our curiosity. We found it lifted while in port and were impressed by its stepped shape. This makes it convenient for boarding or disembarking from a high dock, but it can be transformed — if you opt for the electro/hydraulic version — into a traditional bathing platform or even into a submerged platform that lowers into the water, useful for swimming. The static version is included as standard.

It's also possible to fit a second helm station in the cockpit as an option, with plotter, steering wheel, engine levers, and joystick. From the side deck we now move toward the bow, protected by high bulwarks with stainless steel handrails.

The configuration is walkaround, and the side deck leads to the bow, near the locker for the electric windlass and anchor chain; the anchor remains external on the starboard side of the bow.

In front of the cabin, instead, there is a raised area





on the deckhouse, complete with a sofa/storage unit at the edge and a sunbed with separate cushions that can be lifted at the head to be used as chaise longues (optional), as well as can/bottle holders.

After the exterior tour, we move on to the sleeping area. We go back inside the cabin, slide the door next to the console, and descend a couple of steps. The space offers good headroom and a warm atmosphere thanks to the wide use of Nordic oak wood for finishes and furnishings. Immediately to the left there is a large cabinet with a free top surface (where the galley used to be), an optional second fridge, and storage drawers. Forward, the double bed with side windows, shelves, mirror, porthole, reading lights, and privacy curtain, while

on the right is the separate toilet compartment, complete with sink, marine WC, and shower. Next, another door gives access to the guest cabin, with a transverse bed, armchair, and reading lights. All interior areas, both on the upper and lower deck, have carpeted flooring. Air conditioning is not included as standard, but the boat is pre-arranged for it, just as it is possible to install, as options, the gyroscopic stabilizer, joystick, solar panels, and more.

The only limitation, in my opinion, is that the covers of the external cushions are water-repellent but not waterproof, and therefore must be covered during overnight stops or in bad weather to prevent the internal foam — which is not closed-cell — from becoming soaked. This choice is

justified by the shipyard with the explanation that closed-cell foam is too stiff and therefore less comfortable for passengers.

### THE SEA TRIAL

The C11 boat is available both with inboard engines (2x D4 Volvo Penta with 320 horsepower) and outboard engines (2x 300 Mercury Verado V8 or 2x 400 Mercury Verado V10). The model we tested uses the second outboard solution, that is, the 400 horsepower Verado V10, with ten cylinders arranged in a 64° configuration. The helm controls are DTS (Digital Throttle & Shift), and the engines are technologically equipped with both AMD (Advanced MidSection) and ASC control, the “cruise control” system that allows you to manage RPM and

speed according to actual needs, maintaining them even as load and sea conditions change. The propellers installed are a pair of Revolution X, four blades with 21”

L pitch.

We have weather conditions alternating sun and clouds, light breeze, and calm sea, allowing us to really push the hull, which weighs, just to provide as much data as possible, about 6 tons, further increased due to the fuel on board and the crew. Consider that at the time of the test there were six people on board and 438 liters of fuel in the tanks, that is a little more than half of the maximum capacity (850 liters).

Well, the first thought I had when evaluating the size and weight was: “Won’t these 800 horsepower be too few?” The answer came shortly after, at sea, since with this engine configuration we managed to reach a top speed of 46.7 knots at 6,200 rpm.

Not bad at all!

But above all, an unexpected result.

We had Active Trim engaged, so we didn’t need to worry about finding and maintaining the best trim, and the hull mounts ZipWake interceptors, which automatically correct the hull’s roll. In fact, stability — even during movement on board — is excellent. This is a boat that is easy to handle, that doesn’t





intimidate despite its bulk. Appreciable is the low noise coming from the stern, even with the sliding door partially open, and above all comfortable — although you need to get used to it — is the seated driving position, considering that there are shock absorbers (optional) under the seats.

The C11's hull features two steps and a pronounced bow entry, to handle rough and close waves without issues. Maneuverability is good even in tight spaces despite the substantial volume, and once again, the presence of outboards is a plus.

The twin engine setup is not only necessary but also facilitates planing and helps maintain cruising speeds that avoid high fuel consumption.

Fuel consumption up to 3,500 rpm, corresponding to a speed of nearly 18 knots, is around 80 liters/hour total, and it rises to 102 liters total at 4,000 rpm and 21.4 knots. But even going higher, at least up to the 5,000 rpm threshold, we can still talk about acceptable consumption, since we reach 35.2 knots while consuming just over 164 liters total.

We only reach the 270-liter total threshold (135 liters per engine) at maximum rpm and performance (almost 47 knots), but it is well known that those are the least favorable conditions for fuel economy.

Another thing that impressed me positively — again

considering the hull's weight — is the ability to maintain planing while throttling down to 11 knots (2,800 rpm), hard to believe in theory if I hadn't tested it myself.

The hull responds well to engine power, quick, agile on the wave, and precise in maneuvering.

What remains to be tested is the turning: first wide, to get a feel for it, and then tighter and tighter.

The hull reacts with complete composure and almost indifference to this type of maneuver, ensuring a fast and precise restart as soon as the rudders are straightened.

No need to talk about wave impact softness — albeit mild waves — as the bow shape clearly suggests a predisposition to comfort even in such conditions.

In short, a recreational craft that you wouldn't expect, given its origin.

A demonstration that although Scandinavian countries aim more for essence than excess, in this case, they have focused on luxury to give an appealing image to a hull ready to face and sail through our seas too.

# NIMBUS COMMUTER 11

## TECHNICAL SPECIFICATIONS

LOA	12.40 m
Certified length	11.40 m
Beam overall	3.46 m
Draft	0.9 m
Passenger capacity	9
Berths	2+2
Hull dry weight	6,000 kg
Engine options	
	Inboard: 2xD4 Volvo Penta 320 HP
	Outboard: 2x300 Mercury Verado V8
	2x400 Mercury Verado V10
Fuel tank	850 l
Water tank	135 l
CE certification category	B
Price from	€ 439,985.00 + VAT
	(in base version with Mercury Verado 2x300 HP V8 outboard engines)

## ENGINE SPECIFICATIONS

### Mercury Verado V10 400

Technology	4-stroke DOHC, 40 valves
Power	400 HP
Number of cylinders	10 in V configuration, 64°
RPM range	5,800 – 6,400 rpm
Displacement	5,700 cc
Bore x Stroke	92x86mm
Alternator	12V 150 A
Fuel system	EFI with Advanced Range Optimization
Weight	316 kg
Gear ratio	2,08:1
Smartcraft	DTS

## CONDITION ON TEST

Location	Cattolica (RN)
People on board	6
Water and sea condition	partly cloudy sky with sunshine, calm waters, light breeze
Fuel volume on board	438 l
Water volume on board	0 l

## ENGINE

Outboard	Mercury Verado 2x400 V10
Propeller	4-blade Revolution X, 21" L pitch

## CRUISING SPEED

**21.4** | **4,000** | **102**  
 knots | rpm | l/h

## NAVIGATION DATA

RMP	SPEED	TOT. CONSUMPTION
	knots	l/h
600	3	6.4
1,000	4,5	11.8
1,500	7,3	20
2,000	8,9	35.6
2,500	10,2	50.2
2,800	11	57
3,000	13,5	64.4
3,500	17,7	80.4
4,000	21,4	102
4,400	30,2	118
5,000	35,2	164.6
5,600	41,3	215
6,200	46,7	270

## SHIPYARD

### NIMBUS

www.nimbusboats.com

Imported by Scandinavian Boats Italia

Nimbus Center Italia

Via Piemonte, 1

47841 Cattolica (RN)

Phone +39 348 6905977

www.scandinavianboatsitalia.it

info@scandinavianboatsitalia.it

# SCANNER ENVY 950 TENDER

ELEGANCE AT 60 KNOTS



Some people are simply looking for a transportation, while others want style, performance and functionality in a single boat. Designed by Donato Montemitro, head of Scanner Marine, the new Envy 950 Tender aims to win over both categories. A luxurious and high-performance maxi-RIB, perfect as a tender but also ideal for independent cruising, with class and speed.

The Scanner Envy 950 Touring made its debut in 2015 at the Palma Boat Show. Today, ten years later, the shipyard based in Novara expands the range with a new version of the iconic model. Alongside the Envy 950, dedicated to classic leisure boating, comes the Envy 950 Tender, a true “limousine of the sea” serving large yachts. Dimensions, profile and hull remain unchanged. What has changed is the layout, which has been completely redesigned with a focus on passenger transport, while maintaining the traditional elegance of the Envy line. The design philosophy, after all, is the same that has always inspired Donato Montemitto, designer and founder of Scanner Marine: to offer innovative solutions in a product that never compromises on style, performance and functionality. The result is a luxurious, fast and incredibly comfortable maxi-RIB, designed to meet the needs of the most demanding owners.

### VERSATILE BY NATURE

With a length overall of 9.50 metres and a beam of 3.30, the Envy 950 Tender can accommodate up to 20 people on board, offering generous and well-organised spaces. But its name is not to be misleading: while this model is perfectly suited for the role of tender to a superyacht, it can also be used as an independent boat, ideal for day cruises in total relaxation. The layout favours an open space configuration, designed to ensure maximum onboard comfort without compromising aesthetics. The deck plan is clearly intended for passenger transport: at the bow, stern and behind the helm console, three living areas have been created, furnished with large sofas capable of hosting even numerous crews. But it takes very little to transform the boat from tender to day cruiser: the bow and stern sofas can easily be converted into large sunbathing areas, perfect for enjoying the sea and sunbathing. If needed, both areas can be

fitted with a central table, turning into comfortable dinettes for outdoor lunches and aperitifs. Behind the helm station, there is also a practical retractable galley unit, equipped with sink and gas burner (or alternatively, induction cooktop). Great attention has also been paid to the comfort of the helmsman and co-pilot. The helm station has in fact been designed to ensure a pleasant and protected driving experience, even at high speeds. The wrap-around windscreen and t-top provide shelter from wind, sun and spray, while the two ergonomic seats allow even long cruises to be enjoyed comfortably, always ensuring excellent visibility and full control over the boat. Below the cockpit is a surprisingly spacious cabin for a tender of this size: a versatile environment to be used as a changing room or WC, but large enough to offer a comfortable overnight shelter if needed.





### **CRUISER COMFORT, MAXI-RIB PERFORMANCE**

Like its “different twin,” the Envy 950 Tender can be equipped with either outboard or sterndrive engines, petrol or diesel.

What changes is the maximum power allowed: while the leisure version is certified for a maximum of 600 HP, the Envy 950 Tender can go up to 800 HP, thus offering even more brilliant performance. A choice that reflects the more dynamic and operational vocation of this version, designed for fast and efficient transfers, even with numerous passengers on board or in challenging sea conditions.

The first unit mounts a pair of Mercury Verado 400 V10s on the transom, enhancing its sporty and dynamic temperament. In this configuration, the maxi-RIB reaches a top speed of 60 knots, always maintaining stable and controlled navigation. The

particular hull design ensures a dry and comfortable ride, even at higher speeds.

During testing, the boat showed excellent efficiency at various speeds.

At 3,000 rpm, it cruises at 24.5 knots consuming 57.7 litres/hour, with a yield of 2.36 miles per litre.

The best ratio between consumption and speed is recorded around 2,500 rpm: 16.6 knots at 44.2 litres/hour, with an efficiency of 2.66 miles per litre.

Even at high speeds, behaviour remains impeccable: at full throttle (6,450 rpm), the Envy 950 Tender reaches 60.2 knots, consuming 265.5 litres/hour and maintaining a yield of 4.41 litres per mile.

A perfect balance between performance and comfort, ensuring both fast transfers and long days at sea.

# SCANNER ENVY 950 TENDER

## TECHNICAL SPECIFICATIONS

LOA	9.50 m
Beam overall	3.30 m
Tube diameter	60-65 cm
Number of watertight compartments	5
Tube materials	Hypalon-Neoprene 1670 dtex
Fuel tank	500 l
Water tank	130 l
Engine	outboard or sterndrive (petrol or diesel)
Maximum power	800 HP
Cabins	1
Berths	2
Passenger capacity	20
CE certification category	B
Design & Project	D. Montemitro Design – Scanner



## CONDITION ON TEST

Location	Lake Maggiore
People on board	2
Weather and sea conditions	sun, light wind and calm lake
Fuel volume on board	300 l
Water volume on board	0 l

### ENGINE

Sterndrive	Mercury Verado V10 2x400 HP
------------	-----------------------------

### CRUISING SPEED

**24.5** | **3,000** | **57.7**  
knots | rpm | l/h

## NAVIGATION DATA

RPM	SPEED	TOT. CONSUMPTION	
	knots	l/h	l/Nm
650	3.1	7.7	2.48
1,000	5.5	11.5	2.09
1,500	7.5	22.2	2.96
2,000	10.5	36.2	3.45
2,500	16.6	44.2	2.66
3,000	24.5	57.7	2.36
3,500	30.2	78.5	2.60
4,000	35.5	100.1	2.82
4,500	40.4	126	3.12
5,000	48.3	182.8	3.78
5,500	53.5	220.9	4.13
6,000	57.0	249.6	4.38
6,450	60.2	265.5	4.41

(Data provided by the shipyard)

## SHIPYARD

### SEASCAN MARINE S.R.L.

Via Gautieri, 19  
28060 Casalbeltrame (NO)  
Phone +39 0321 838973  
www.scanner-marine.com  
info@scanner-marine.com

# TURBOT WITH PORCINI MUSHROOMS



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



Difficulty: easy



Preparation: 45 minutes



Dosi per: 4 Serves: 4 people



### GIANFRANCO PASCUCCI

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

#### INGREDIENTS

##### For the turbot:

Turbot fillets: 4

Fine salt: to taste

##### For the turbot cacciatora:

Turbot bones and trimmings: to taste

Garlic: 1 clove

Rosemary: 1 sprig

White wine: ½ glass

Pepper: to taste

Vegetable broth: 3 glasses

##### For the porcini mushrooms:

Porcini mushrooms: 2

Extra virgin olive oil: to taste

Bay leaf: 1

#### PREPARATION

Lightly salt the turbot fillets and place them in the refrigerator. In a saucepan, sweat the garlic and rosemary with a glass of extra virgin olive oil. Add the turbot trimmings and bones, cover with a lid, and let cook gently for about 5 minutes. Remove the lid, deglaze with a good white wine, add freshly ground pepper, and let it cook for another 5 minutes to develop the flavor. Then add three glasses of vegetable broth, raise the heat slightly, and continue cooking for about 15 minutes, stirring occasionally. Strain everything to obtain a smooth, flavorful sauce. In a non-stick (or cast iron) pan, sear the turbot fillets skin side down with a drizzle of extra virgin olive oil. Lower the heat and finish cooking by adding a ladle of the previously prepared cacciatora sauce. During this phase, the sauce will reduce, becoming thick, flavorful, and velvety. Remove the turbot from the pan, take off the skin, and coat the fillets with the cooking sauce.



Garnish with a few sprigs of burnet or fresh parsley.

#### FINISHING

Slice and quickly sauté the porcini mushrooms in a pan with a drizzle of olive oil and a bay leaf. Place the turbot fillet coated with the sauce in the center of the serving plate. Finish with the porcini mushrooms, a drizzle of extra virgin olive oil, and serve.

#### CHEF'S NOTE

Turbot is a prized and delicate fish. If bought at the fish market, it's advisable to keep the trimmings and bones: they're perfect for preparing a rich, flavorful sauce. This cooking technique enhances the quality of the fish: it begins with a light sear on the skin side to seal in the flavor, and ends with a gentle cook in the sauce, making it even more flavorful and tender.

# ENCHANTMENT AND INTROSPECTION UNDER THE SEA

## THE MOST SUGGESTIVE SITES OF THE LIGURIAN SEA

by Greta Ferrari

In the Ligurian Sea, every dive is a close encounter with history, geology, and biodiversity. In these waters, which lap against picturesque villages and steep coastlines, lie underwater places of rare beauty.

Exploring them doesn't just mean discovering new natural scenery, but also experiencing a moment of deep personal involvement. Every dive can become a moment of silence and connection, where technique, emotion and awareness merge.



Let's dive into three of the most beautiful sites of the Eastern Riviera, between underwater world and legend:

### 1. BYRON'S CAVE – PORTOVENERE GULF OF POETS

A dive that is poetry. Located at the base of the cliff overlooked by the Church of San Pietro, Byron's Cave is named after the English poet who is said to have loved swimming from Portovenere to Lerici, crossing this steep and powerful stretch of sea. The entrance to the cave is already a sight to behold: an opening in the rock revealing vertical walls colonized by colorful sponges and dancing nudibranchs. Depth ranges from 5 to 20 meters and the environment is also suitable for divers with basic certification, provided they are accompanied by an expert guide. The atmosphere is almost sacred: muffled acoustics, light filtering through the entrance like a curtain, silence that invites introspection.

#### CURIOSITY

It is said that Byron wrote some of his most intense verses inspired by these places. The dive here is not only natural, but also cultural: a descent through unwritten verses, in the liquid cathedral of the Gulf of Poets.

#### INFO

Maximum depth: 20 meters  
 Required level: Open Water  
 Difficulty: easy

### 2. SCOGLIO FERALE BETWEEN PORTOVENERE AND RIOMAGGIORE

A dive that smells of legend and mystery. Scoglio Ferales emerges in isolation, like a black tooth in the blue, a short distance from the coast of Riomaggiore. Around it, the seabed slopes down into walls rich in life: sea daisies, solitary corals, red gorgonians dancing in the current. Depth can reach 30 meters and currents are often present, making the site suitable for divers with good experience. It's a dynamic, lively place, where encounters with dentex, amberjack or even some pelagic fish are not uncommon. But it is also a place that commands respect: its morphology, isolation, and the power of the sea require attention and awareness.

#### CURIOSITY

Some say the rock gets its name from a local legend:



it seems that once a boatwreck hit it during a fierce storm, and since then, "ferale" (ominous) became the term fishermen used to indicate a dark omen. And yet, for divers, it's an omen of wonder.

#### INFO

Maximum depth: 30 meters  
 Required level: Advanced  
 Difficulty: medium/high

### 3. PUNTA MESCO – MARINE PROTECTED AREA, CINQUE TERRE

At the border between the Cinque Terre and Levanto, Punta Mesco is a natural terrace over the blue, but also one of the most fascinating diving spots in the marine protected area. Dives here offer extraordinary views: posidonia meadows, crevices populated by moray eels, and vertical walls descending to 40 meters, adorned with sponges and bryozoans. The site's variety allows for dives suited to different levels, from shallow explorations to more technical descents. The underwater landscape is constantly changing: the light filtering through the algae, the play of currents, the sudden appearance of barracuda or octopus make each dive different from the last.

#### CURIOSITY

Under the promontory of Punta Mesco, it is said there once were caves used by fishermen as natural shelters. Today, those cavities offer refuge to marine life and, for those exploring them with attentive eyes, they tell silent stories of a past never entirely vanished.

#### INFO

Maximum depth: 40 meters  
 Required level: Advanced  
 Difficulty: medium/high



# TUNA DRIFTING

by Manuel Carillo (Manuel BluTuna)

In recent years, following the introduction of the new ICCAT regulations aimed at preserving fish stocks, the drifting technique has seen a significant rise in popularity along the coasts of our peninsula.

The key principle of tuna drifting lies in creating a scented slick using sardines, attracting tuna into the chum line and tricking them into taking the baited sardines. The baits must always remain within the chum trail as it drifts away from the boat.

This is one of the most important aspects of the technique, as one of the most common mistakes made by beginners is failing to understand the direction and angle of the chum slick beneath their boat—often resulting in wasted sardines thrown into the water without triggering a single strike. Generally, bluefin tuna drifting is carried out using two approaches, depending on personal preference and the bathymetry of the fishing spot. In the Upper Adriatic, where depths are shallower (around 30 meters), anglers typically fish while anchored. In contrast, in the Lower Tyrrhenian, the use of a sea anchor is more common—especially in areas over 200 meters deep—allowing for a well-controlled drift.

Compared to the past, modern equipment features more advanced rods made of innovative materials, paired with very lightweight reels.

The current rigs used can be summed up in three combinations:

1. Monofilament mainline; connection (Wind-on or CoCo-PR knot); 8-meter leader in nylon or fluorocarbon.
2. AllowCore or braided mainline; connection (Wind-on or CoCo-PR knot); 8-meter leader in nylon or fluorocarbon.
3. AllowCore or braided mainline; connection (Wind-on or CoCo-PR knot); 25-meter monofilament shock absorber; connection (Wind-on or CoCo-PR knot); 8-meter leader in nylon or fluorocarbon.

A 7/0–8/0 circle hook is used at the end of the leader, always paired with a swivel inserted into the hook eye. The hook is crimped onto the leader using high-quality sleeves, thimbles, and crimping pliers. For thinner leaders under 0.65 mm in diameter, a simple knot (e.g. Adriatic, Spina, Chain, etc.) may be preferred.

The leader diameter, whether fluorocarbon or nylon, depends on the size of the target fish. For tuna in our waters, diameters typically range from 0.60 to 0.90 mm, and only in the case of very large fish do anglers exceed 1.00 mm.

Rods vary in pound-test depending on the expected size of the catch: from 30 lb blanks for fish up to 50 kg, up to 80 lb or more for fish over 100 kg.

Rod guides should be roller-type when paired with monofilament reels — especially in competitive fishing — or spiral-wrapped “Acid” style for use with



**MANUEL CARILLO**

Energy engineer, FIPSAS fishing guide, with a deep passion and years of experience in fishing, the nautical sector, and onboard electronics.

He collaborates as a brand ambassador and testimonial with companies in the fishing and onboard instrumentation industries. He writes for several national and international magazines, focusing on fishing and boating.

Known on social media as “Manuel BluTuna”.

Instagram: @manuelblutuna

Facebook: @manuelblutunafishing

YouTube: @manuelblutuna

TikTok: @manuelblutunafishing



braided. The reel should be a conventional model with at least 40 lb of true drag pressure and, ideally, a two-speed gear ratio, which allows for more efficient

retrieval — especially helpful with tuna over 100 kg. A popular tactic in competitions is to pair 30 lb monofilament with a very thin fluorocarbon

leader (sometimes as light as 0.50 mm) using a PR knot, making the terminal section far less visible to wary fish. To prevent break-offs caused by



the tuna's sharp teeth, a "trap" is used: a 70 cm length of soft braid, at least 80–100 lb, is tied between the circle hook eye and the swivel to absorb torsion and protect against abrasion.

Historically, the most effective bait for drifting has always been sardine, used for both chumming and rigging. One of the most productive setups involves using a sardine chunk — head and tail removed — to mimic the pieces found in the chum slick.

It's crucial that the bait descends into the chum trail at the same speed and orientation as the free-floating sardines, ideally with the belly facing upward.

Alternatives such as horse mackerel and herring are also used, especially when caught locally with sabiki rigs. Their firmer flesh provides better hook coverage and presentation, increasing durability in the water.

In recreational sessions, it's often helpful to diversify baits with both dead and live options. Among live baits, mackerel, frigate mackerel, little tunny, and horse mackerel are all effective, sometimes even enticing swordfish strikes.

For an effective drift, it's essential to chum continuously with uniform pieces of sardine, alternating occasionally with headless and tailless chunks that resemble the hooked bait.

Additionally, lines should be deployed with light weights at various distances from the boat, factoring in drift speed and angle to ensure all baits remain in the chum trail.

One effective method to maintain the boat within the chum line is to use a sea anchor. Positioned in the secondary current, it ensures the boat drifts at the same speed as the slick, allowing the use of very light sinkers — sometimes under 50 grams — for more natural bait presentation.

Using a modern fishfinder with a wide cone transducer — like the traditional and affordable P66 or Garmin's innovative Panoptix — is recommended for constantly tracking tuna below and ahead of the boat.

Fighting the fish should be done in stand-up style using "black magic" - type harness belts. It's crucial to pump the fish and frequently turn its head to avoid over-oxygenation, which can cause it to anchor near the boat.



The angler's belt system includes a harness that secures the angler to the reel, distributing the load to the legs and allowing efficient pumping by lowering the center of gravity through leg flexion. Recovery time will vary depending on the skill of the angler and the skipper, who must assist in the fight and in properly releasing the tuna once boat-side. Always remember to release the tuna and respect current regulations, which allow for the capture of only one tuna per boat per day during the legal season, provided a fishing permit has been obtained from the Coast Guard.

# THE ROD HOLDER I WISH I HAD

by Davide Acone

You could say the perfect rod holder doesn't exist, but every angler will find certain models more effective than others, especially depending on the technique being used. Still, it's easy to get lost in the sea of brands and models on the market, and sometimes you end up buying one without really knowing its features, only to realize your mistake when it's already too late...



How did we fish before rod holders were invented? Most likely by building a makeshift solution, trying to wedge the rod in place somehow, or simply by holding it constantly in our hands. Of course, fishing with multiple rods at once was not as easy as it is today, especially after the greatest innovation: the arrival of adjustable rod holders.

Today, the market offers virtually everything and for all budgets — from flush-mount holders to rest holders, rocket launchers to adjustable rod holders specifically designed for techniques like deep bottom fishing. But for this very reason, it's not always easy to identify the model that best suits your needs.

### FLUSH-MOUNT ROD HOLDERS

Flush-mount rod holders are undoubtedly the least intrusive on board, both visually — since they sit flush with the gunwale — and in terms of space. They're also extremely sturdy, but they can't be repositioned once installed. However, some manufacturers offer add-on brackets that allow you to fit adjustable rod holders into flush-mount bases by locking them into the cross-pin. This is a great solution for those who already have flush-mount holes in their boat but need an adjustable option that can be moved forward or aft, port or starboard, depending on the fishing situation.

### RAIL-MOUNT ROD HOLDERS

These come in various styles and strengths (depending on the price, of course) and can be either fixed or adjustable. Their main advantage is that



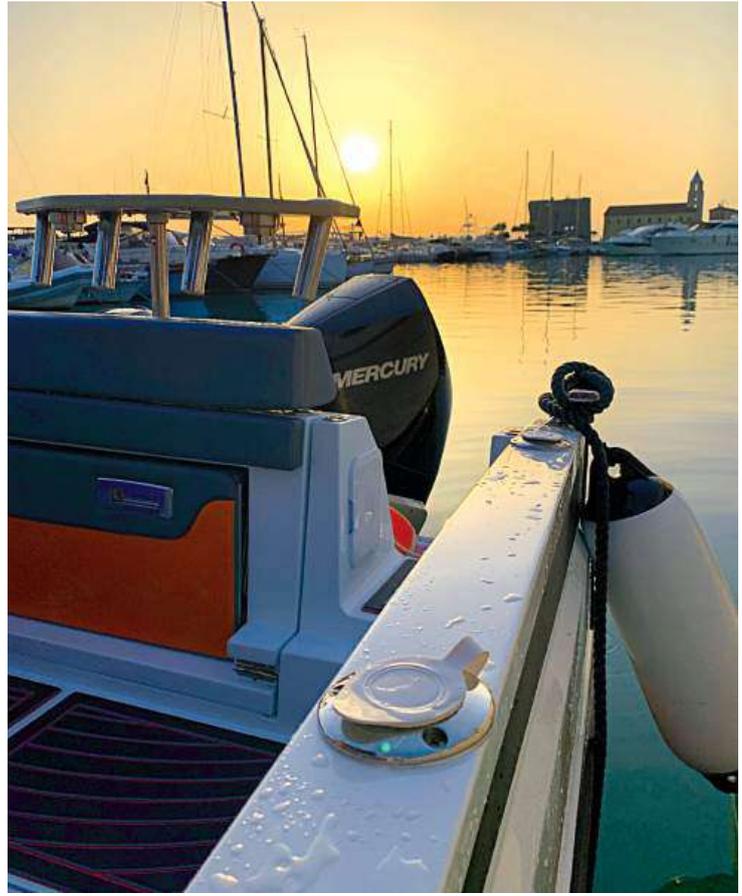
On the left, a track mounting system designed to be installed on the gunwale or at the stern of the boat. It allows for the positioning of different types of rod holders and makes it easy to move them to the most convenient spot, depending on the boat's orientation and conditions. The tracks can be mounted in sequence to achieve the desired length.

### POSITIONING THE ROD HOLDERS

Before or after choosing the right rod holder, it will be essential to identify the ideal place to install it... but perhaps it would be better to speak in the plural. In fact, when setting up a fishing boat, we will certainly need to plan for the installation of at least four or more rod holders...

By carefully studying the boat and having a good understanding of the techniques we usually practice, we can optimize our purchases by choosing a higher number of flush-mount models, which are therefore more affordable, and only where necessary, a few adjustable models. For example, if we usually practice offshore trolling and rarely live bait trolling, it may be useful to place three adjustable rod holders per gunwale, and only one adjustable one in the most convenient position for when we fish with live bait, plus two flush-mount ones to ensure the same efficiency, but saving wisely. If instead we mostly practice drifting, the best choice might be a stern-mounted rocket launcher and one adjustable rod holder per gunwale.

A position that is rarely considered for rod holders—but can actually be very useful — is the bow. Two rod holders installed at the very front could prove valuable on those drifting days with current running opposite to the wind, when the lines tend to go toward the bow and using the stern mounts is not the most comfortable option. And if they're not needed during fishing, they can always be used to hold rods at rest.



they can be installed or removed at any time with a wrench — provided you have a rail to mount them on. Adjustable models typically rotate along a single axis by loosening a pin, so they don't allow for full 360° adjustment. They are essentially temporary solutions, not built for maximum strength. On one hand, the round rail mount can allow rotation under heavy load (such as when a fish strikes), and on the other, the materials may fail at stress points, causing the holder to break.

### ADJUSTABLE ROD HOLDERS

These are by far the most popular — and also the most expensive. Several manufacturers have invested in this category, each developing a distinct model with different types of adjustments and ease of use.

They're also made in different ways to maximize strength: some are machined from solid stainless steel, others are made from bent or welded plates. All come with a base plate for mounting on the boat. Given their strength, the mounting surface must also be reinforced, possibly with a backing plate.

The main advantage of adjustable rod holders is the full 360° range of motion, unlike the more limited options above.

This means you can quickly release and reposition the rod to face any direction, then lock it back in place just as easily.

Some models even allow the rod to move freely both laterally and vertically without compromising strength.

This category also includes models designed specifically for deep bottom fishing. Since this technique involves fighting the fish with the rod seated in the holder, these models have an additional support for the upper part of the rod handle. This helps distribute the load better during the fight, reducing stress on the lower handle. However, they're highly specialized and less adaptable to other fishing styles.

### **ROCKET LAUNCHERS**

A rocket launcher is essentially a support system that can hold multiple rods in a compact space. They're often mounted at the center of the transom or slotted into flush-mount holders using special attachments, allowing them to be moved to the best side of the boat at any given moment.

This setup is very popular in drifting, allowing multiple rods to be grouped together and positioned in line with the current or wind. Rocket launchers are also used in offshore fishing or on boats where installing other types of rod holders would be difficult.

You can mount either flush or adjustable rod holders onto a rocket launcher, or both. Some rocket launchers also rotate around a central pivot, allowing for additional adjustment.

### **STORAGE HOLDERS**

While rod holders are essential for fishing, storage rod holders are just as important. These are simple, non-adjustable tubes where rods can be stowed when not in use — during transit, for instance — or used to hold backup rods or those intended for later in the day.

They're usually installed in strategic areas where rods won't interfere with fishing activity—such as along the upper edge of the t-top, behind the helm seat, on the sides of the console, or even along the transom.

Here too, there's a range of materials and build quality — from basic plastic models to welded stainless steel versions, ready to be mounted or welded in place.

**LO SAI QUALE  
FUORIBORDO  
ELETTRICO È PIÙ  
PERFORMANTE?**

**UN VIDEO DI  
CONFRONTO TI  
PUÒ SCHIARIRE  
LE IDEE**

Scopri il motore elettrico  
più adatto a te nel video di  
confronto di SVB!



# fr llicciardi<sup>®</sup> il particolare in barca group



AFFIDABILITÀ, TRASPARENZA, EFFICIENZA



Via Ferrante Imparato, 267 | 80146 Napoli  
Tel. +39 081 752 8376 - Cell. +39 339 75 55 860  
[www.frallicciardi.it](http://www.frallicciardi.it) | [info@frallicciardi.it](mailto:info@frallicciardi.it)





## SEANAPPS: THE APP FOR THE MODERN BOATER

Launched in 2021, Seanapps is now the most widely used app in the nautical sector worldwide, with over 13,000 registered boats and 132 models that integrate the system as standard equipment. A result that confirms the ambition of the Beneteau Group: to simplify boat management and enhance the boating experience, making it safer, more accessible, and interactive. Seanapps allows the owner to monitor the condition of their boat in real time, even remotely. Thanks to global 4G coverage, 24/7 operation, and an autonomous battery, the system collects up to 35 types of data, including GPS location, engine hours, battery levels, bilge pumps, speed, fuel, and interior humidity.

These functions are complemented by multiple sensors, designed for safety (anti-theft for tender and outboard, motion and high water detectors), comfort (temperature, air conditioning), and maintenance (sensors for generator, battery, and shore power).

Available for free on the App Store and Google Play, Seanapps allows the owner to: remotely monitor all boat parameters; activate a virtual anchor (geofencing) and receive alerts in case of unauthorized movement; access trip history with performance data and the option to share "digital postcards" with friends and family; receive real-time notifications and alerts on anomalies; easily manage maintenance, in collaboration with their dealer.

The system is compatible with any boat model and also represents a valuable tool for dealers: by monitoring the status of customer boats in real time, they can prevent malfunctions, offer services, and improve maintenance planning. An intelligent platform designed to accompany every owner on a simpler, safer, and more connected boating experience.

### SEANAPPS

[www.seanapps.app](http://www.seanapps.app)

I NOSTRI  
FUORIBORDO SONO  
DIFFERENTI!



SCOPRI TUTTI  
I MODELLI  
DISPONIBILI



**SVB-MARINE.IT**

+39 011 1962 2026



ENJOY YOUR FREEDOM!



Vieni a scoprire la nostra gamma su [ideamarine.eu](http://ideamarine.eu)

**IDEA MARINE SRL**  
Via Montagna  
Mesagne (BR) - ITALY

Zona Industriale  
T +39 0831.738637  
[info@ideamarine.eu](mailto:info@ideamarine.eu)

[ideamarine](https://www.facebook.com/ideamarine)

# GPSMAP 1523XSV: THE NEW 15-INCH ULTRAWIDE GARMIN CHARTPLOTTER



Garmin launches the GPSMAP 1523xsv, the first 15-inch ultrawide touchscreen chartplotter. Equipped with a high-resolution IPS display and a sleek edge-to-edge glass design, the new device offers an exceptionally clear navigation experience, even under direct sunlight.

With its ultrawide format, the GPSMAP 1523xsv has a screen that is 74% larger than traditional 9-inch chartplotters, while maintaining the same vertical footprint, making it suitable even for installations with limited space. Thanks to the Split-Screen function, users can view multiple features simultaneously, improving efficiency and information management. Moreover, SmartMode automatically synchronizes configurations between multiple screens, adapting automatically to specific modes such as fishing or night navigation.

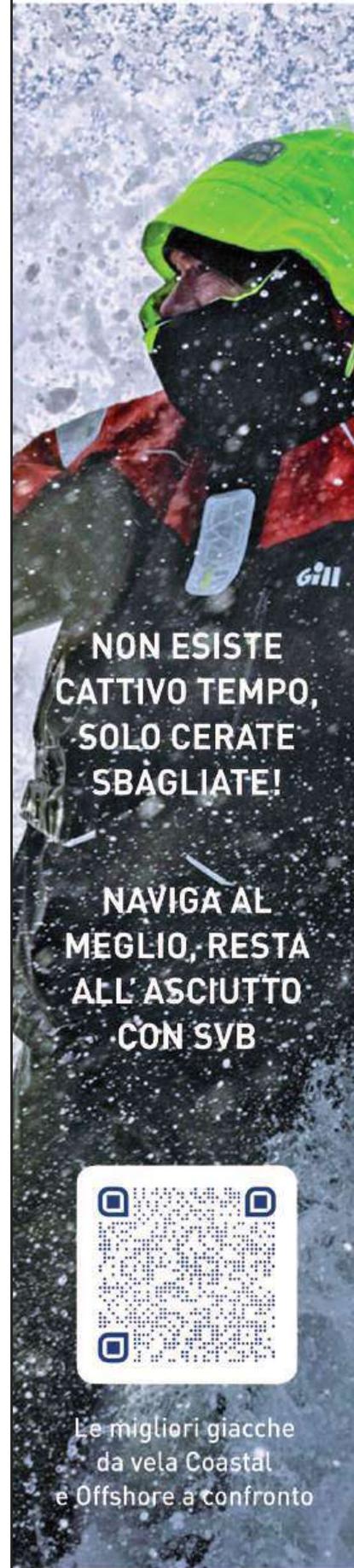
The GPSMAP 1523xsv allows full boat control thanks to compatibility with EmpirBus™ for managing lights, tanks, and electrical systems, and with OneHelm™ for centralized control of third-party devices.

The integrated ecosystem also enables real-time monitoring of parameters such as engine RPM and fuel consumption, improving efficiency and safety while navigating. The built-in 1kW sonar module supports ClearVü™ and SideVü transducers for a detailed view of what's beneath and around the boat, while technologies such as Panoptix™ and LiveScope™ offer real-time imaging for even more precise navigation. Garmin Navionics+ cartography with Auto Guidance+ and Navionics Vision+™ further enhances navigation with advanced features like high-definition satellite imagery.

The GPSMAP 1523xsv is available at a price of € 4,499.99 including VAT, with two mounting options: bracket or flush mount.

**GARMIN**

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



**NON ESISTE  
CATTIVO TEMPO,  
SOLO CERATE  
SBAGLIATE!**

**NAVIGA AL  
MEGLIO, RESTA  
ALL'ASCIUTTO  
CON SVB**



Le migliori giacche  
da vela Coastal  
e Offshore a confronto

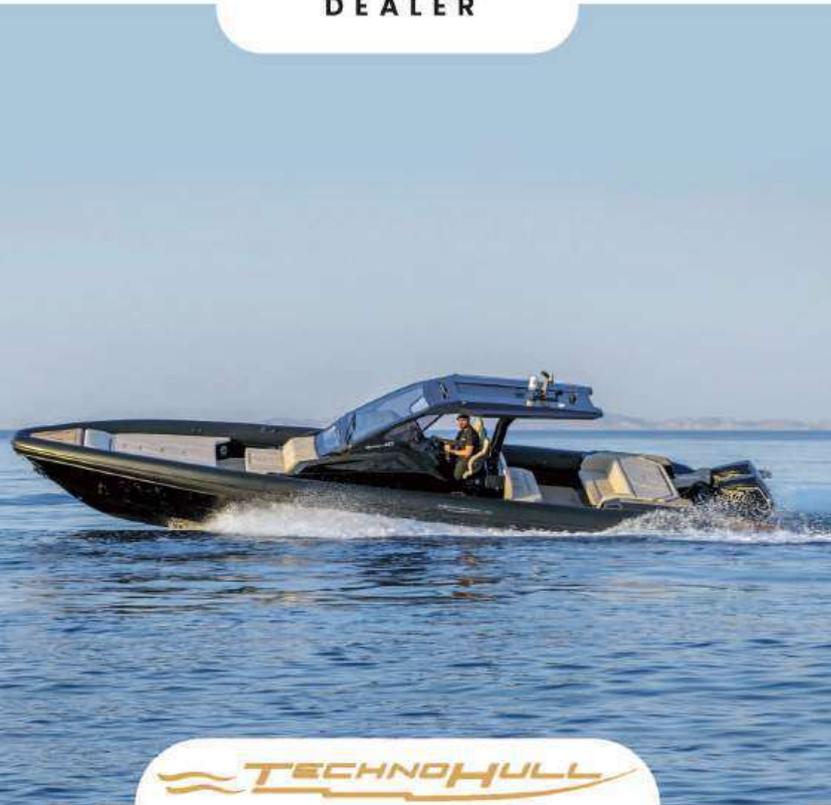
**SVB-MARINE.IT**

+39 011 1962 2026

# NATI PER NAVIGARE

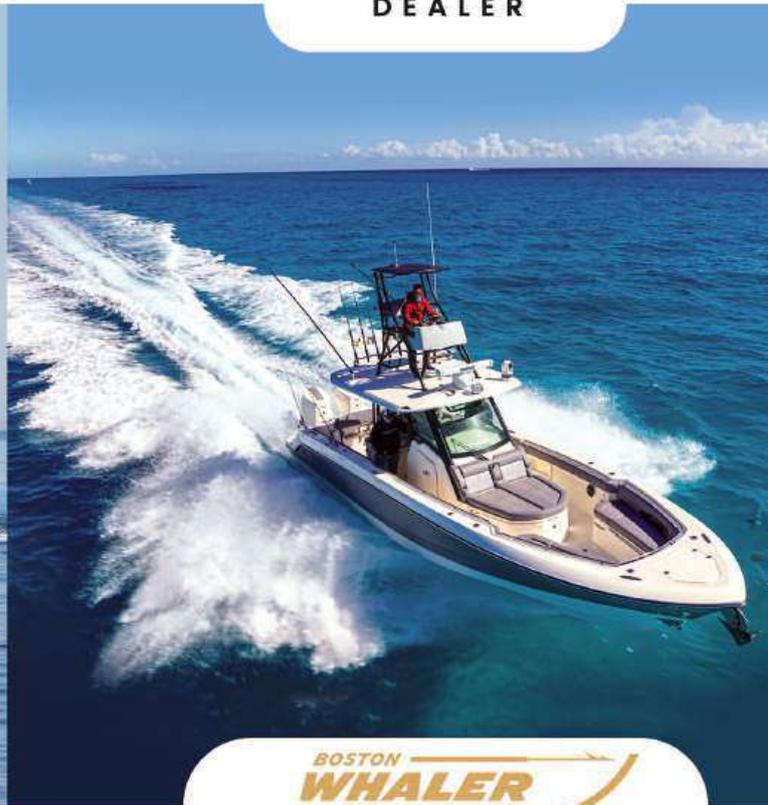
Esperti di nautica dal 1998

DEALER



**TECHNOHULL**  
SEABORN PERFORMANCE

DEALER



**BOSTON WHALER**

Dal 1998, Campello Marine è il punto di riferimento per chi cerca il meglio in mare. Come concessionario ufficiale Technohull, ti offriamo gommoni che combinano tecnologia all'avanguardia, design esclusivo e prestazioni straordinarie. Con Technohull, ogni navigazione diventa un'esperienza unica.

Boston Whaler, fondata nel 1958, è riconosciuta a livello mondiale per la produzione di imbarcazioni inaffondabili, versatili e di alta qualità. La gamma offre soluzioni ideali sia per uso ricreativo che professionale, adattandosi perfettamente a chi pratica pesca ad alto livello.

## CAMPELLO MARINE SRL

VENEZIA: Via Colombara 125/B - 30176 Malcontenta (VE) - T. +39 041 5382523

TREVISO: Via S. Michele 59 - 31032 Casale sul Sile (TV) - T. +39 041 5382523

DARSENА MARINA PUNTA FARO - LIGNANO SABBIA DORO

[www.campellomarine.it](http://www.campellomarine.it) - [info@campellomarine.it](mailto:info@campellomarine.it)

  
**CAMPELLO MARINE**  
Welcome to the sea

# THE METAMORPHOSIS OF THE MAXI RIB: AN UNPRECEDENTED EVOLUTION



At the heart of the Bayamo shipyard, a remarkable nautical project has taken shape, pushing the limits of traditional boating with the METAMORFOSI project. A nearly 10-meter aluminum maxi RIB underwent a radical transformation, requiring high-level technical and engineering work. The goal was to meet the request of a demanding owner who wanted an even more exclusive, elegant, and functional vessel. The challenge was to redesign the stern, a crucial area for both hospitality and propulsion. To carry out this “metamorphosis”, the Bayamo team, in collaboration with engineer Alessandro Chessa, performed a surgical cut on the RIB, creating a new aft section that would harmonize space, performance, and design. Every detail was designed to optimize the boating experience, with customized solutions tailored to the owner’s unique needs. This intervention represents a true evolution, not just a restyling, where craftsmanship and innovation come together to create a one-of-a-kind vessel. The final result, presented at the last Venice Boat Show, is a maxi RIB that not only reflects the owner's wishes, but also redefines the boundaries of luxury boating, opening up new possibilities in the world of RIBs.

## BAYAMO

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

ASCIUTTO.  
PROTETTO. PRONTO  
A NAVIGARE.



**Gill** **HH** **MUSTO**



SCOPRI TUTTE  
LE NOSTRE  
COLLEZIONI SU:



**SVB-MARINE.IT**

+39 011 1962 2026



**ARE SEAHORSES THE ONLY ANIMALS WHERE THE MALE GIVES BIRTH?**



In an animal world dominated by caring mothers, seahorses are a fascinating exception: in these strange marine creatures, it is the male who carries the pregnancy and gives birth to the young. During courtship, the female deposits the eggs in a brood pouch located on the male's abdomen. There, safely, they are fertilized and nurtured for several weeks. The male's pouch is not just a container: it regulates temperature, salinity, and oxygen flow — just like a uterus would. At the end of gestation, the male seahorse writhes and pushes out up to 2,000 babies in a truly spectacular "birth"!

Immediately after, the newborns are left on their own: in the open sea, a harsh struggle for survival begins. An extraordinary example of how nature can surprise us, even in the smallest and most unsuspected details of the underwater world.



**CAN THE SEA "SING"?**



Some drifting icebergs and ocean currents emit sounds that can be heard with special instruments. It is the "song" of the sea, a natural symphony that scientists and divers have been listening to for years. The sound of cracking ice, waves crashing in the depths, or pressure building up between ice plates can produce whistles and hums. In the most remote seabeds, these sounds mix with the calls of whales, dolphins, and other marine animals, creating a fascinating and mysterious soundscape. The sea, even when it seems silent, is full of life and invisible music.

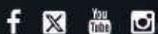


 SALONE  
**NAUTICO**  
GENOA BOAT SHOW

WE ARE MADE OF SEA

65<sup>TH</sup> GENOA BOAT SHOW

**18-23** | **20**  
SEPTEMBER | **25**



[salonenautico.com](http://salonenautico.com)



CONFINDUSTRIA  
NAUTICA  
Italian Marine Industry Association

I SALONI  
NAUTICI



DESIGN  
INNOVATION  
AWARD

# NAUTICAL FABRICS UNDER STRESS?

## TIPS TO KEEP THEM IN TOP CONDITION

by Pierfabio Comparato

With the arrival of summer and days at sea, the upholstery on our boat really gets put to the test. Just think about it for a moment: relentless sun, salty water splashes, sand everywhere, sunscreen, drinks, and maybe a quick snack eaten on the sunpad. Seats, cushions, and coverings face a daily battle against a mix of elements that, if neglected, can damage them irreparably.



Upholstery, besides being an important aesthetic part of the boat, is also a functional element, providing comfort and hospitality on board. Yet its care is often postponed or underestimated. That's why this month I want to talk to you about how to keep nautical fabrics in excellent condition, even during the hottest months. Just a few simple but consistent actions are enough to avoid the "neglected boat" effect and greatly extend the life of expensive and delicate materials.

### LIGHT BUT DAILY CLEANING

A good habit to adopt upon returning to port — often underestimated but very effective — is to thoroughly rinse the upholstery with fresh water. This simple yet valuable gesture allows you to remove salt residues which, if left for too long on fabric and covering surfaces, can cause damage over time. Salt, in fact, by penetrating materials, tends to dry them out, stiffen them and, over the days, can compromise their elasticity, leading to cracking, fading, and premature aging.

However, it's important to proceed gently. The use of pressure washers, harsh detergents, or stiff brushes is strongly discouraged: they could damage the fibers or ruin the finishes. It's better to use a moderate stream of fresh water, accompanied by a soft cloth or a non-abrasive sponge. The goal is not to "scrub away" the dirt, but simply to rinse and preserve. In this type of maintenance, what matters is not strength but regularity: consistency is what truly makes the difference.

A simple routine, repeated every time you return to port, can significantly extend the life of the upholstery and keep the boat looking fresh, neat, and welcoming season after season.

### WEEKLY MAINTENANCE WITH THE RIGHT PRODUCTS

Once a week (or more often if the boat is heavily used), it's worth doing a more thorough cleaning. Choose specific cleaners for nautical upholstery: they are formulated to remove stubborn dirt without affecting the fabrics or seams. Some also have a reviving effect, very useful to restore brightness to colors faded by the sun.

### PROTECTION FROM UV RAYS

The silent enemy of upholstery is the sun. Ultraviolet (UV) rays act slowly but inexorably, weakening the structure of the materials, fading them, and in the case of vinyl or other synthetic coverings, making them rigid, fragile, and prone to cracking. This deterioration process is often underestimated because it's not always immediately visible, but the damage accumulates over time, especially during the summer months when sun exposure is more intense and prolonged.

To protect surfaces, it's good practice to always cover the seats when the boat is not in use, even just for a few hours. Even better, if possible, is to store them indoors, away from direct light and salt. There are also specific sprays on the market with UV filters, designed to create a protective barrier against the sun's action. Remember to apply them after proper cleaning and drying of the materials. When used regularly, these products prove to be a great ally in slowing premature aging.

### SEAMS: THE WEAK SPOT

Seams are often overlooked but are the Achilles' heel of upholstery. Clean them gently and dry them well, especially after a deep wash. If they start to fray or lose strength, it's time to carry out maintenance before the damage becomes serious.

### ACT IMMEDIATELY ON STAINS

Sunscreen, sugary drinks, greasy snacks... summer stains happen in an instant. What matters is to act immediately: blot, don't rub, and use a gentle and specific product. Time is a decisive factor: the longer you wait, the more the stain penetrates.

Well-maintained upholstery makes all the difference. Not only to the eye, but also for the health of the boat. Well-kept fabrics last longer, retain their characteristics, and save us, in the long run, unnecessary costs for repairs or replacements. And let's admit it: getting on board and finding everything in order is a great feeling.

Next time you're relaxing on a sunpad or having lunch in the cockpit, think about it. A little extra attention today, to enjoy it so much more tomorrow.

WATCH THE VIDEO



# ON-BOAR CLEANING? NO WORRIES! HERE COMES DYSON CAR+BOAT

Founded in 1991, the British company has revolutionized the world of household appliances with cutting-edge solutions, from the first bagless vacuum cleaners to modern air purifiers, hair dryers, and robot mops. Known for its functional and minimalist design, Dyson now also offers one of the most practical tools for those who live the sea: Car+Boat, a portable, powerful and versatile vacuum cleaner, designed for cleaning the home, the car and the boat.

“To fix something, you need passionate anger about what doesn’t work properly,” James Dyson once said. The founder of the renowned manufacturing company recalled how he had an epiphany after his Hoover vacuum got clogged: saying goodbye to bags. A simple yet revolutionary insight, thanks to which he built a true empire.

In 2023, Dyson recorded a turnover of £7.1 billion, with an EBITDA of £1.4 billion. Its products — from cyclonic vacuum cleaners to bladeless fans, from hi-tech hair dryers to LED lamps — are now distributed in over 70 countries.

If the company has already entered the homes of millions of people around the world, today it also looks beyond the domestic walls. And it does so with Car+Boat, a light, compact and surprisingly powerful vacuum cleaner, capable of removing the most stubborn dirt even in the tightest or most irregular spaces.

Its ergonomic and balanced design allows easy access to the most hidden corners of the car, the boat or the house, where sand, crumbs, dust and pet hair accumulate.

Anyone who owns a boat knows how challenging it can be to keep the environment clean, both inside and outside, especially after beach excursions, dinners at anchor or days spent with guests on board. Cushions, seats, lockers and the narrow spaces below deck tend to collect dust and debris, reducing the cleanliness and comfort of the environment. The compactness of Car+Boat, combined with its extraordinary ability to adapt easily to every corner of the boat, makes it an essential tool for those who regularly live the sea. This portable vacuum cleaner proves especially useful in the summer months, when outings increase, the number of people on board grows, and consequently the need to keep spaces clean, tidy and healthy also increases.

Powered by a motor that spins up to 110,000 revolutions per minute, Dyson Car+Boat guarantees deep suction with no loss of power for 50 minutes: ideal autonomy for ordinary on-board cleaning. But the real strength of Car+Boat lies not only in its power. The fully sealed filtration system captures 99.99% of particles down to 0.3 microns, trapping allergens, pollen, dust mites and even bacteria. The result? A healthier and safer environment, perfect for those with allergies or traveling with children.

This device also features a large 0.54-liter portable bin. Three accessories are included in the package: a

mini motorized brush, designed to remove pet hair and stubborn dirt; a multi-function accessory, with a wide nozzle to quickly switch from one surface to another; and a crevice tool, designed for precise cleaning around edges and in narrow spaces.

It’s not just practicality that makes the difference, but also the advanced technology developed by Dyson, the result of years of research and engineering. The digital motor, the patented cyclonic system and the durable materials are designed to deliver high performance even in heavy-duty environments like the salty marine setting.

The easy-to-empty bin and reduced maintenance complete a product that speaks directly to the most demanding boat owners, always in search of

high-performance and reliable solutions.

Dyson Car+Boat is available at a price of €279.00, exclusively online on the Dyson website and in Dyson Demo Stores.

**DYSON**

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



**WE HAVE REDEFINED THE FUNCTIONS OF A PORTABLE VACUUM CLEANER. DYSON CAR+BOAT OFFERS THE KIND OF POWER, FILTRATION AND EASE OF USE OUR CUSTOMERS EXPECT, MAKING IT THE IDEAL CLEANING COMPANION FOR EVERY SURFACE, BOTH AT HOME AND ON THE GO.**

**ASAPH OOI  
DYSON ENGINEER**



# LET'S GET TO KNOW P&I CLUBS

by Marine Surveyor Daniele Motta

When it comes to insurance in the maritime world, the first and perhaps automatic association is often with hull coverage. Nevertheless, as many readers already know, the risks — as well as the insurance coverages — are not limited to the material damages to which a vessel may be exposed. However, as we have noted on several occasions, not all navigation risks can be transferred through hull coverage. An excellent, and by now historic, solution can be found in P&I Clubs. In this article, we will try to understand, in a purely descriptive way, what P&I is and what it can offer even to yacht owners operating in the recreational boating sector. P&I Clubs (an expression that is almost predominantly Anglo-Saxon in nature) are mutual associations highly specialized in offering insurance coverage for shipowner liability — or, in the case of a chartered vessel, the user's liability. Originally, the coverage offered could be divided into two major categories: on one hand, the so-called Protection, concerning the operation of the ship; and on the other, the so-called Indemnity, related instead to its commercial use. The evolution of the shipping and insurance industry over time has led to an expansion and a

sort of “harmonization” of the guarantees provided by P&I Clubs. This has, in fact, led to the substantial disappearance of this historical distinction. But to understand what P&I can offer, the best way is certainly to take a quick look at the uniqueness and specificity of its coverage. Let's look at some of them:

- collision between vessels;
- damage to fixed and floating objects;
- illness, injury, or death of crew members;
- liability toward passengers and other persons on board;
- property damage;
- general average;
- assistance and salvage;
- quarantine;
- liability for loss or damage to cargo;
- pollution;
- stowaways and refugees;
- fines, penalties, and sanctions;
- legal and defense costs.

What we have listed are just some of the many types of coverage a P&I can offer, and they probably give at least an idea not only of the breadth of the coverage itself but, importantly, of its specificity. But why choose a P&I rather than a more common yacht liability insurance policy?

A first answer can be found precisely in what we have analyzed so far — namely, the breadth and specificity of the coverage.

A second answer can be found in an aspect that is often not adequately considered when it comes to insurance policies in general: the coverage limits. In our country, liability insurance is mandatory for units under 25 GT (according to the Private Insurance Code, Legislative Decree 209/2005, which replaced the previous Law No. 990/1969) and over 300 GT (Directive 2009/20/EC).

It is safe to say — considering official data but also (and simply) the events that have had considerable media coverage in recent decades — that navigation risks and the liabilities falling on shipowners can certainly be defined as significant.

In this regard, at least from a national perspective, Italian insurance companies can hardly offer, compared to P&I Clubs, coverage of such extent or with coverage limits similar to those proposed by these Clubs. Another—though certainly not secondary—aspect worth mentioning concerning the operation of P&I Clubs is their approach to claims handling. P&I Clubs typically have an extensive international network of specialized correspondents — namely, surveyors, experts, and lawyers — who can assist the insured on site and in emergencies.

Furthermore, if agreed with the

**MARINE SURVEYOR DANIELE MOTTA**

Marine Surveyor, Consultant, and Maritime Broker, recognized by major national and international organizations and institutions such as SCMS, FEMAS, AIPAM (of which he is the current President), and the Register of Experts and Surveyors. Appointed as Average Adjuster for the main national insurance companies, he also carries out surveying and professional activities with a particular focus on commercial yachting, shipping, and consultancy related to the operation and management of naval units. Actively involved in nautical dissemination since 2015, he contributed to the publication



“The Reform of Recreational Boating” and collaborated with various specialized boating magazines.

As a lecturer and trainer, he has conducted various courses and seminars dedicated to the maritime cluster.

He currently works as a freelancer under his own brand, better known as Marine Consultants & Surveyor ([www.perizienavali.it](http://www.perizienavali.it)).

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

**Write to: [info@mondobarcamarket.it](mailto:info@mondobarcamarket.it) - [info@studiomcs.org](mailto:info@studiomcs.org)**

insurer, the shipowner may also make use of their own trusted expert, whose fees will be covered by the P&I and not by the shipowner.

Once the undeniable value of P&I coverage has been understood, what can we say about its ideal applicability in relation to the yacht-owning segment and, naturally, its costs?

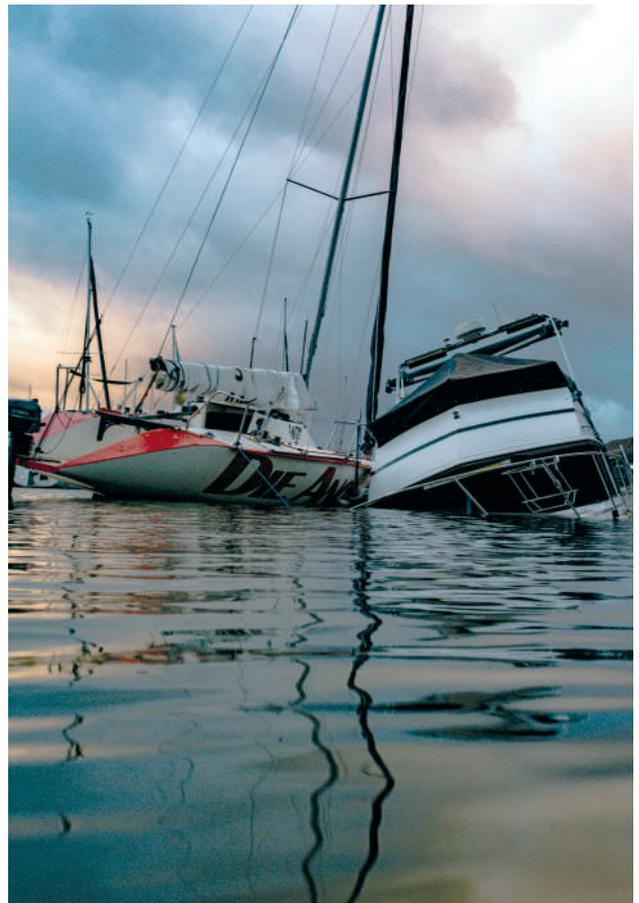
Personally and professionally, even within the Yachting sector, I often recommend that my clients consider P&I coverage when operating a commercial unit (especially with crew) and/or a vessel of a certain economic value, whether it is newly built, recently constructed, historic or classic.

As for costs (and also for the Club's risk appetite — not all applicants are “welcomed” and able to receive a quotation, editor's note), they naturally vary based on multiple parameters such as the type of vessel, its value, the type of construction material, age, flag, and navigation area.

From my experience (although I advise taking this data as an example only), for vessels between 20 and 24 meters operating in commercial yachting, coverage may have average costs ranging from approximately € 2,500 to € 6,000 per year.

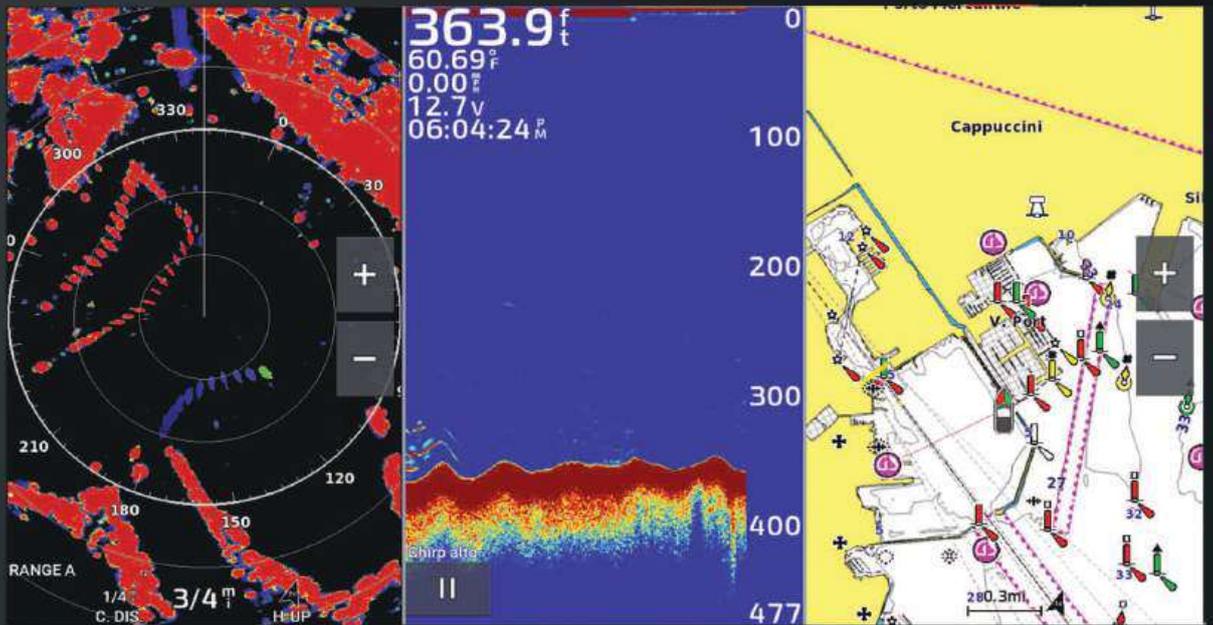
But here too, and especially for this kind of coverage, it is important to remember that every shipowner — just like every vessel — has their own uniqueness, and it is never possible, especially in these cases, to obtain definitive figures.

The best solution, therefore, will always be to request a quote and rely on professionals truly



skilled in placing these types of risks, in order to obtain not only a mere quotation, but also (and above all) a clear understanding of the risks and the actual needs of the shipowner, based on their specific characteristics and requirements.

# SCOPRI UNA NUOVA DIMENSIONE



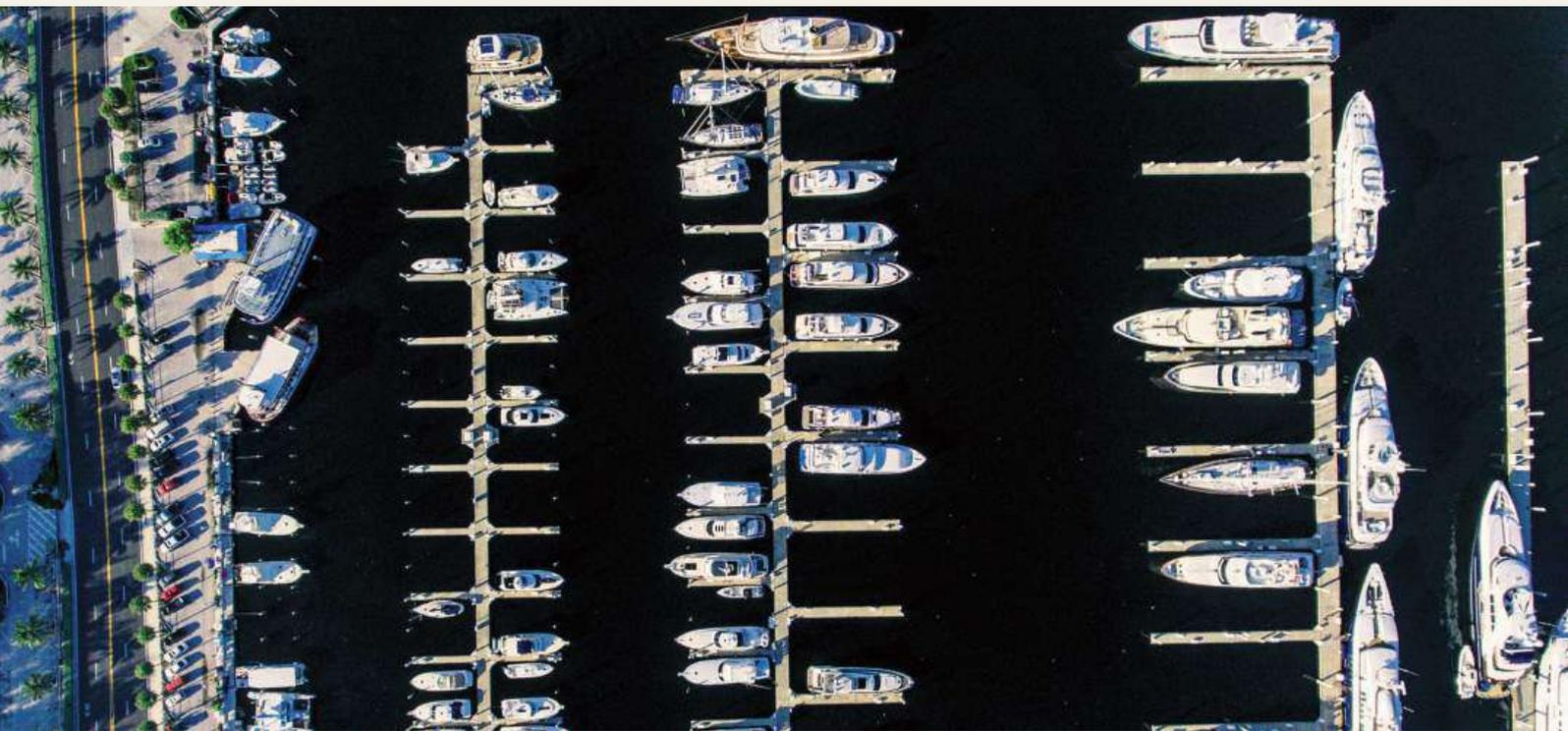
GARMIN



# GPSMAP 1523 xsv ULTRAWIDE

Nuovo chartplotter ultrawide touchscreen da 15 pollici perfettamente integrabile con i vari sistemi di bordo





# EXCISE DUTY EXEMPTION REGIME FOR FUELS USED IN NAVIGATION AND RELATED REQUIREMENTS

by Att. Massimo Fabio and Att.. Giulia Ripa

As of 1 January 2026, following the amendments introduced by Legislative Decree No. 43 of 2025, under point no. 3 of Table A of the TUA, the VAT exemption regime shall apply to

the use of fuels for navigation:

- in EU marine waters, including fishing, with the exclusion of private recreational craft;
- in non-EU marine waters, through transit in EU waters,

with direct destination to a third country;

- in inland waters, limited to fishing and the transport of goods, as well as for the dredging of waterways and ports.

**ATTORNEY MASSIMO FABIO**

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

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

***Write to the email address: [info@mondobarcamarket.it](mailto:info@mondobarcamarket.it)***



The fuels include diesel, petrol, liquefied petroleum gas (LPG), liquefied natural gas (LNG), and fuel oil (see Art. 1, para. 1, letter b) of Ministerial Decree No. 225/2015).

To benefit from the regime in question, the requirements prescribed by Art. 6 of the aforementioned Ministerial Decree No. 225/2015 must be fulfilled.

In detail, vessels used by eligible parties must be equipped with a control booklet in which the refuelling and consumption of such products are recorded.

This booklet consists of three parts:

- a) the first part indicates the characteristics of the vessel with reference to the relevant onboard documents and the technical data of the respective engine, including the average hourly consumption based on the engine's power, as recorded and certified by the Maritime Authority based on the data taken from the Italian Naval Register (R.I.N.A.);
- b) the second part records, by the operator or manager of the LNG refuelling point, the quantities of duty-exempt fuels for navigation supplied, with the date and details of the memorandum completed by the eligible parties for each refuelling, as well as the quantities of duty-exempt lubricating oils purchased at the distribution facility or refuelling point;
- c) the third part, completed by the eligible party, records the engine hours and the resulting consumption for each day of navigation.

In cases of direct refuelling, the entries referred to in point b) above are made, also based on the data reported on the receipt, by the operator of the tax warehouse or by their delegate.

Furthermore, for refuelling of vessels with LNG from an LNG storage facility or from a facility located outside the national territory, these entries are made, depending on the specific case, by the LNG seller or their delegate.

Also of interest to sector operators are the requirements related to the so-called memorandum maintained by the operator or manager of the LNG refuelling point and by the vessel's captain or their delegate.

According to Art. 7 of Ministerial Decree No. 225/2015, this is a document with progressive numbering, dated and signed, indicating:

- a) the full details of the operator or manager of the LNG refuelling point;
- b) the identifying details of the refuelled vessel;
- c) the starting and ending readings of the fuel measuring systems used to determine the amount of fuel supplied to the vessel, as well as the amount of product supplied expressed:
  1. in litres, indicating the actual density and temperature or in product volume at 15°C, for duty-exempt fuels other than LPG and LNG;
  2. in kilograms, for LPG;
  3. in standard cubic meters, for LNG;
- d) the quantities of lubricating oils supplied,

expressed in kilograms;  
 e) a declaration that the required entries have been made in the vessel's control booklet;  
 f) for certain types of eligible parties, the identification code and protocol number issued by the competent Customs Agency Office.

Specifically, this applies to those intending to use a vessel exclusively, even for a limited period during the calendar year (but not less than 15 consecutive days), using duty-exempt fuels for navigation or duty-exempt lubricating oils, in order to provide, to third parties, a paid service other than the regular transport of passengers and goods, and other activities (i.e., sea fishing, transport of passengers or goods in EU marine waters and goods transport in inland waters, dredging of waterways and ports, and professional fishing in inland waters).

For vessels flying the flag of another Member State, refuelling is carried out upon presentation of the vessel's onboard documentation, the identifying details of which are reported in the boarding memorandum, along with documents proving the direct use of the vessel for one of the activities for which the exemption is granted. These requirements must be fulfilled by the authorised warehouse keeper or their delegate, even for direct refuelling. In this case, the memorandum must also indicate the identifying data of the originating tax warehouse and the licence plate of the tanker truck or the identification of the bunker barge used; the receipt issued by the measuring devices installed on the same vehicle must be attached to the memorandum.

Finally, these requirements are also prescribed for LNG refuelling carried out using a

tanker truck, a bunker barge, or another naval refuelling unit transporting LNG from an LNG storage facility or an LNG facility located outside the national territory. In this case, the requirements are fulfilled by the LNG seller or their delegate. For such refuelling operations, the memorandum must also include the licence plate of the tanker truck or the identification of the bunker barge or naval refuelling unit used, as well as the identifying details of the LNG storage facility or LNG facility located outside the national territory from which the product originates; the memorandum must be accompanied by the receipt issued by the measuring devices installed on the tanker truck, bunker barge, or other naval refuelling unit used.



**BRETTIUM BOAT**  
 SAIL YOUR FREEDOM

**SCOPRI DI PIÙ**

f @ @brettiumboat



**HONDA**  
**MARINE**

# NAVIGARE NON È MAI STATO COSÌ CONVENIENTE



**PROMOZIONE  
SPECIALE**

**MOTORI FUORIBORDO BF135 | BF150**

Pensati per durare nel tempo, con tutta l'affidabilità e l'efficienza che cerchi in acqua.  
Scopri di più su [honda.it/marine](https://honda.it/marine) o rivolgiti al tuo concessionario di fiducia.

Visita [honda.it/marine](https://honda.it/marine)



ADVENTURE ON *Water*



# GRANTING OF AREAS USED AS TOURIST PORTS

## OBSERVATION ON A RECENT RULING BY THE REGIONAL ADMINISTRATIVE COURT

by Att. Simona Coppola

Some months ago, many concerns arose regarding the implications of Directive No. 106/2003 — the so-called Bolkestein Directive — in relation to the granting and management of Italian tourist ports. As a premise, it is useful to recall that Presidential Decree No. 509/97 defines a “tourist port” as a set of facilities dedicated to recreational boating and accessible to boaters.

It is worth remembering that the construction of a

tourist port requires a maritime state property concession, issued by the Ministry of Infrastructure and Transport, which sets out the rights and obligations of the concessionaire. The concession of areas to third parties, however, is governed by private law relationships.

Each tourist port has its own internal regulations, approved by the Maritime Authority, which govern access, use of the facilities, mooring rules, and



service management. The Maritime Authority carries out inspections to ensure compliance with legal and regulatory provisions within tourist ports, including respect for mooring schedules and proper use of facilities.

The tourist port is reserved exclusively for vessels belonging to concessionaires or entitled users, and occasionally to vessels operated by public entities, except in emergency situations.

The management of the tourist port is entrusted to a concessionaire, who must ensure compliance with the regulations and the provision of services.

The specific nature of tourist ports — intended for tourism and leisure rather than commercial purposes — has led to significant confusion regarding the applicability of the much-discussed Bolkestein Directive to such concessions.

Over time, it has become clear — and is now widely accepted — that the creation of facilities for recreational boating does not require the implementation of public tender rules, as these fall outside the scope of the so-called Bolkestein Directive, which appears to concern only beach concessions.

Port services (as well as tourism services) are therefore excluded from the Bolkestein Directive, as confirmed by administrative case law, which has highlighted that a port is “instrumental to the pursuit of public interests and can therefore be managed directly by the local authority”.

In particular, administrative courts have ruled that “the management of a tourist port qualifies as a local public service of economic relevance and, although intended for tourism and leisure activities benefiting private users, must still be considered as serving public interests, such as the promotion of tourism and the economic development of the region”.

A very recent ruling by the Regional Administrative Court of Lazio – Latina, Section 2, dated 5 May 2025, no. 426, has further clarified relevant aspects regarding the granting of state-owned areas for tourism and recreational use, and is thus worth commenting on.

In this case, the TAR ruled on an appeal filed by a company holding a tourist port concession against the granting Municipality, seeking the annulment of a note by the Municipality rejecting the company’s request for the renewal of its maritime state

property concession, as well as the annulment of any related or connected act, including a resolution by the Municipal Council.

The appellant company — holder of a maritime state concession for a floating dock, quay, wooden platform, and water surface used for mooring recreational boats — had filed a documented six-year renewal request, which had been duly registered by the Municipality.

In summary, the Municipality rejected the request, arguing that it conflicted with European regulations due to the obligation to carry out a public tender procedure, deemed the only valid selection method. The Municipality also pointed out that it could not launch public procedures given the current legal uncertainty and the need to wait for legislative reform, thus only allowing for short-term extensions, but certainly not multi-year renewals.

The appellant opposed the decision, claiming multiple legal violations and citing several administrative court rulings in support of its right to obtain the concession renewal. The Municipality, naturally, contested these claims.

The Court, in line with previous rulings, held that recreational boating concessions, such as the one in question, are excluded from the category of maritime beach concessions for tourism and recreational purposes, which are subject to Directive 2006/123/EC and related EU and national case law. However — and this is the key point of the ruling — the Court clearly stated that the exclusion of such concessions from the scope of the Directive does not imply that:

- (i) boating concessions are automatically extended under legislation not applicable to them;
- (ii) nor that boating concessions enjoy a special regime that would allow deviation from the principle of competition (see also TAR Lazio, Latina, II, no. 340/2025).

Indeed, the Court added, Directive 2006/123/EC did not regulate concessions with purposes other than tourism and recreation only because they fall within a different field with distinct characteristics, not because it intended to “exclude” such concessions from the requirement to respect the principle of competition.

For this type of state concession, the principle of competition has never been in doubt (see Consiglio

**ATTORNEY SIMONA COPPOLA**

Simona Coppola is a partner at the Garbarino Law Firm, practicing law since 2007, and registered with the Genoa Bar Association. Main areas of expertise: maritime law, ports and infrastructure, disputes and resolution, international transportation, insurance brokerage inquiries, ship sales, nautical leasing contracts, and consultancy on recreational boating.

***Do you have any questions for Att. Simona Coppola?***

***Write to: [info@mondobarcamarket.it](mailto:info@mondobarcamarket.it)***



di Stato, Section VI, no. 89/2019, regarding concessions for recreational boating infrastructure), and the possibility of introducing an *ope legis* extension until 31.12.2023 (later extended to 31.12.2024) — originally included in Art. 3(1) of Law No. 118/2022 — was quickly abandoned in subsequent legislation.

Therefore, this latest ruling specifies that the exclusion of boating concessions from the scope of Directive 2014/23/EU and the so-called “twin rulings” of the Plenary Assembly nos. 17 and 18/2021 does not relieve them from the obligation to undergo a competitive procedure that respects the principles of transparency, impartiality, and publicity.

In this respect, it is worth recalling (see TAR Lazio, Rome, Section V, no. 6854/2025) that the extension of state property concessions granted for exclusive private use without prior competitive procedures contradicts the general principles of competition and the intended public use of environmental public assets and is therefore permitted only for limited time periods (see TAR Lazio, Rome, Section II-quater, no. 1426/2021).

The underlying principle is that only needs of a collective (not merely private) nature can justify the prolonged exclusive use of a public asset (see, among others, Cons. St., VI, no. 874/2010; TAR Lazio, Rome, II-bis no. 9194/2015).

This was true even before the so-called Bolkestein Directive: concessions granted “for public services and for port and productive services and activities,” or those “to build and manage facilities for recreational boating,” were already clearly excluded by case law from the possibility of extensions under Art. 01(2) of Legislative Decree No. 400/1993, as amended by Law No. 88/2001.

For this reason, the TAR added, the Municipality should have examined the appellant’s request for a concession extension by applying Article 37 of the Navigation Code, which remains in force and directly applicable to the case, given:

(i) the inapplicability of the rules on maritime state concessions for tourism and recreational purposes;  
 (ii) the non-applicability of internal and EU rules mandating public tenders to recreational boating concessions;

(iii) the absence of specific regulations introduced after Legislative Decree No. 131/2024 for such concessions.

According to the Court — in partial acceptance of the appeal — there was (and is) no need to wait for new legislation or procedural/organizational measures in order to issue concessions.

Regarding the procedures for granting the concession, the Court definitively clarified that:

(i) as previously noted, there is no express legal obligation to use public tender procedures for granting nautical recreational boating concessions, as required for public procurement contracts;  
 (ii) the “informal” procedure provided for in Article 37 of the Navigation Code (in the context of competing concession applications) may be applied, provided it is conducted in a manner that ensures transparency, impartiality, and equal treatment among participants.

AVVOCATO A BORDO



**CARATTERISTICHE TECNICHE**  
TECHNICAL FEATURES  
CARACTÉRISTIQUES TECHNIQUES

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

# RENEGADE 22

**RANIERI**  
*by Antonio Ranieri*

**Head Office:** SOVERATO (CZ) Corso Umberto, 60 - Tel. + 39 0967 21468

**Shipyards:** 88060 ISCA SULLO IONIO (CZ) Zona industriale

**Base Nautica:** Marina Ranieri Loc. Turrati - 88068 Soverato (CZ)

Tel. +39 0967 546834

[www.ranieriboat.com](http://www.ranieriboat.com) - e-mail: [info@ranieriboat.com](mailto:info@ranieriboat.com)

 Ranieriboats - Ranieri shipyard  ranieriboats  Ranieri Boats

 **Santander**

 **Agos**

MONDO BARCA MARKET | LUGLIO 2025

DIGITAL EN VERSION



# BEHIND THE SCENES OF THE CANNES YACHTING FESTIVAL

## INTERVIEW WITH SYLVIE ERNOULT

Directing an event like the Cannes Yachting Festival is a monumental task, and Sylvie Ernoult does it with extraordinary clarity. Leading the show since 2013, she has successfully consolidated its international prestige while maintaining the right balance between innovation and tradition. The 2025 edition will be her last as Director: a passing of the torch that comes after years of success. Pragmatic and straightforward, Ernoult shares in this interview the “behind the scenes” of a complex machine, the impact of geopolitical dynamics on the industry, and the new desires of today’s yacht owners: from sustainability to the search for privacy, to the passion for the sea as an authentic and intimate experience.

**You have been directing the Cannes Yachting Festival since 2013. Can you tell us about your career path and how you came into this role?**

I started working in the maritime sector many years ago, in 1985. Initially, due to my education, I was involved in computer science and finance for large cargo ships.

After at least ten years, I joined Stardust, a company specializing in yacht charter, mainly in the Caribbean and the South of France. I stayed there for ten years: I initially handled management control, then sales. When Stardust was acquired by Sunsail, I created the Stardust Platinum brand, dedicated to luxury yacht charters with crew. It was a very interesting project: together with my sales team, we offered these charters all over the world. I managed everything, from organizing the crews to preparing the yachts, which were mostly in the Caribbean, on the Côte d'Azur, but also in the Seychelles and Tahiti. I was always traveling. It was a fascinating experience!

Later on, I took on commercial roles at Festival Croisières, a French cruise company, where I managed the sales team. I then returned to France, although unfortunately, the company went bankrupt a few years later. I also worked for Club Med in Paris, in the luxury real estate sector: it was one of the few professional experiences outside the nautical field, but still very formative, as it allowed me to delve into another aspect of the luxury sector. Since 2013, I have held the position of Director of the Cannes Yachting Festival. My path has given me a solid technical, financial, and commercial foundation.

I am a "multifunctional" person, and I believe that is

the most important quality to manage such a complex event.

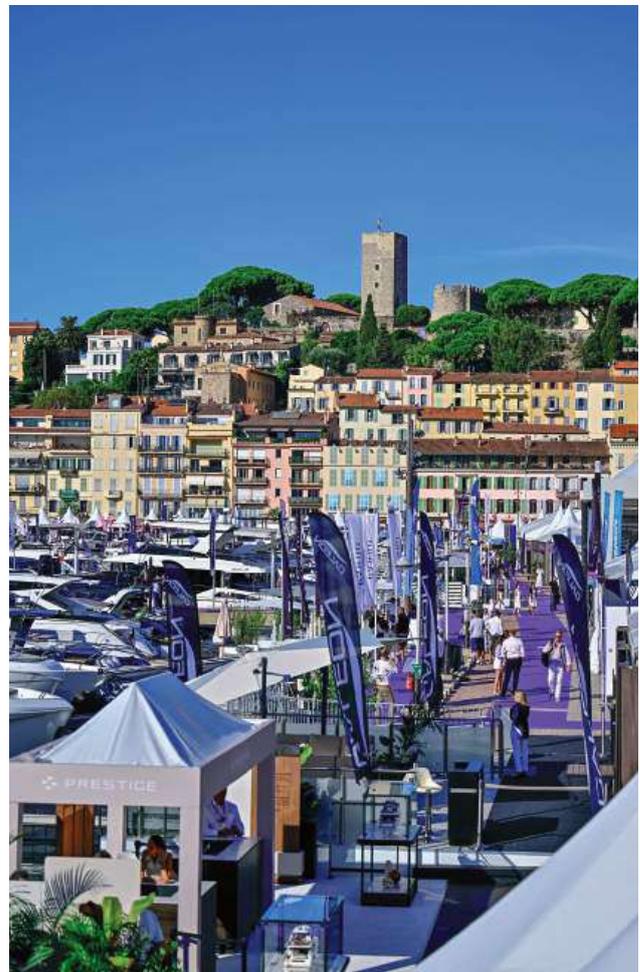
**Over these 13 years as Director of the Festival, is there any edition you particularly remember fondly? And another one that, on the contrary, was particularly complex or difficult to manage?**

Three editions come to mind, all quite recent. The first is 2019, the year the area dedicated to sailing boats was created. It was an important step for the show because, for the first time, I asked exhibitors to move their boats based on their type. It wasn't easy to get them to accept this. The show was growing a lot, and when a show becomes so large, it needs to be better organized because visitors always need to know where they are.

If the exhibition is large but confusing, people get lost. Back then, there were already many sailing boats, but they were mixed with motorboats. So, I wanted to create a dedicated area.

It was not a well-received decision, especially by

At Vieux Port, the Pantiero quay extends over more than 4,600 m<sup>2</sup>, hosting motor yachts from 12 to 20 meters, international shipyards, and the best in nautical equipment.



some French shipyards that build both sailing and motor yachts. When I asked them to separate them, there was a real battle, even on a political level. I had to convince my clients. It took years to do this, to properly prepare the transfer, the reception, and the organization on the other side. It was a huge technical and political task. But in the end, I succeeded: I convinced them. Today I am proud of that decision because the show has really improved. It's much more beautiful and more orderly, and now, five years later, exhibitors are happy. It was a great success, but also a big challenge. Then, there's 2020, which was challenging for everyone. We were just coming out of Covid, almost ready to reopen, crossing our fingers and pushing for the authorization to come through in France. We worked hard, but at the last moment, it was decided that it was still too early, too risky. It was a very intense job and a big disappointment. And then, there's 2024, another great challenge. It was the year the work began at the Vieux Port. Holding a show while construction sites are ongoing is incredibly complicated. We had to reorganize everything, move boats and brands. The goal was to do everything as smoothly as possible for the exhibitors and almost invisibly for the visitors. We moved many small boats from a section of the Vieux Port that was under renovation and created a new marina at Port Canto to accommodate up to 170 motorboats under 12 meters.

Since 2019, Port Canto has hosted sailing boats, and from 2024, it also welcomes motorboats, in addition to the historic area dedicated to brokerage and toys. It has become a very well-organized second port with its own distinct identity.

### **Are there plans to further strengthen the connection between Vieux Port and Port Canto?**

The festival has been taking place across two ports for several years – I would say about fifteen – since the brokerage section opened. Back then, it was just a sort of “subsection” of the show. Today, however, with the development and creation of new areas at Port Canto, we have the same number of boats exhibited in both ports. The boats at Vieux Port are larger, but in terms of numbers, they are equivalent. So, you can say it's a single show, spread across two very close ports.

The connection between the two has always been essential, but this year, we will strengthen it even further, especially with the introduction of the area dedicated to motorboats at Port Canto, which has attracted an increasing number of visitors from one port to the other. At times, there were significant queues for the ferry, so we decided to boost the shuttle fleet, both small and large. We have eight “small” shuttles – with 12 seats – and “large” shuttles that carry up to 100 passengers. We have dedicated lines for both and increased the

number of each, so as to increase the overall capacity.

We've also improved the logistics management of traffic, with dedicated personnel to regulate embarkation and movement to make everything smoother and more efficient.

The trip between the two ports lasts from 10 to 15 minutes, and it's pleasant; if there are no waits, it's very convenient for visitors to move from one side to the other.

For me, it's important that visitors see the entire show, even if they are only interested in a specific category: those looking for sailing boats will go directly to Port Canto, those looking for large yachts to Vieux Port, but it's crucial that they can move freely between the two areas, discover different contents, and enjoy the whole atmosphere of the festival.

That's why I'm pushing a lot for internal mobility, because it's essential that the experience is complete, without barriers.

This year, the connection between the two ports will really be smooth and powerful.

### **What are your expectations for the 2025 edition?**

Overall, the show is doing very well. Last year, we welcomed around 55,000 visitors, and that's also the number expected for 2025. In reality, it's not so much about the figures: we could have 2,000 fewer people or 3,000 more; that's not the point. What's important is to have the right visitors. And to have them, two things are needed: high-quality content – lots of



At the Jetée, yachts from 22 to 50 meters find space, featuring world premieres and services for the superyacht sector.

novelties, innovations, and world premieres – and good communication, capable of motivating people to come.

**This year, you're joined by a new Deputy Director, Constance Brément, who comes from the marketing and communications team at the Beneteau Group.**

Constance has been working with me for three and a half months. She's an excellent person with a very solid profile. She's making great progress, and I believe that by the end of the year, I will feel completely comfortable handing over the reins to her.

**So, next year, you won't be leading the Festival anymore?**

Exactly. The 2025 edition will be the last one I follow directly. I will stay by Constance's side at least until the end of the year, maybe even for part of 2026, depending on how long it takes to complete this transition. For me, it was crucial to have a year of transition with both of us in charge. It's a very demanding job, and I believe it's right to leave the Festival in good hands.

Constance worked for ten years at Beneteau and has expertise in marketing and communications.

Now, with me, she's learning logistics and organization, and she's doing it very well. She's integrating perfectly with the team, and I'm very confident.

**It's a big change for you as well, Sylvie.**

Yes, but I asked for it. It's a very tiring job, and I think it's time to pass the helm to someone with more energy. It's also important for the team, for everyone: you can't stay forever. I'm happy I made this decision because I've been able to get what I wanted: a well-structured transition with someone I trust, who will continue managing the Festival with the same principles, without negative impacts on the team, exhibitors, or visitors. That's my goal, and Constance and I are working together to make it happen. I'm very happy about this!

If you manage to complete a good handover, it can be incredibly rewarding. And I want the transition to be as smooth and as solid as possible.

**What can we expect from the 2025 edition?**

I'll be honest: there won't be major changes in terms of layout. The work at Vieux Port is still ongoing, so it's difficult to introduce significant changes. Last year, during the first phase of the renovation, we already made important modifications: we moved



Quai Max Laubeuf: where the show began in 1977, today it hosts motor catamarans up to 30 meters and boats between 12 and 15 meters.

the motorboats, rebalanced the distribution of exhibitors between Vieux Port and Port Canto, and found solutions to ensure protection for both exhibitors and visitors.

However, we can't expand or innovate further yet, simply because the construction site is active. This means that there won't be major changes in terms of quantity, but we are working hard on quality.

As we mentioned, we have improved the shuttle service to make the movement between Vieux Port and Port Canto smoother. Additionally, we are closely following the evolution of the sector. We've noticed a growing demand for motor catamarans, a segment that was marginal until recently. This year, we've decided to create a real "Power Catamaran Village" at Vieux Port, within the motorboat area. It's not about increasing the number of boats radically, but rather about a new way of presenting them, clearer and more aligned with market trends. The same applies to the tender area, also at Vieux Port, which this year will be larger, thanks to the new beachside entrance, allowing us more exhibition space.

At Port Canto, we've slightly expanded the sailing area in terms of both surface and the quality of the setup. The number of sailing boats is still being defined: it was around 120 in the past, but we aim to exceed that number. Again, we've redesigned the land entrance and optimized the spaces to ensure a smoother and more comfortable welcome for exhibitors and visitors.



Three floating barges house yachts from 24 to 50 meters and premium services for superyachts: the Super Yachts Extension is the technical heart of Vieux Port.

Finally, we've strengthened the "Power Marina": after its debut last year, this year we're offering a more refined experience, solving some issues and increasing overall comfort. There are important improvements in the details, making the show even more high-quality. It's not a growth in numerical terms, but a real evolution of the exhibition and visiting experience.

**The Innovation Route is one of the most interesting features of the show. How are participants selected, and what criteria guide the choice of innovations to highlight?**

Today, there are many more startups, small businesses, and young entrepreneurs focused on sustainability. It's important to give them space and allow them to participate, and we do that. Naturally, we need to manage this turnover carefully, because at a boat show, it's essential to maintain the presence of the big brands as well.

It's a delicate task, but one that's essential to ensure fairness for all: whether it's the world's number one brand or a small startup with an interesting product, every exhibitor must have visibility and appropriate space. Only this way can the show continue to evolve in the right direction.

That being said, sustainability is a priority today, both for us in Cannes and in our choice of exhibitors. We must give visibility to those who propose sustainable products and support this transition. This is why we created the Innovation

Route, a smart pathway to highlight the innovative products present at the show.

For exhibitors, it's an opportunity to stand out; for visitors, it's a simple way to navigate what is truly innovative or sustainable, whether it's alternative propulsion, waste management, eco-friendly materials, or energy optimization.

Exhibitors who wish to participate apply online, describing their innovations and how they work. The applications are then assessed by a commission of industry experts. We have specialists in propulsion, materials, energy efficiency, and so on. Every month, they analyze the proposals and decide if they deserve recognition. It doesn't matter whether the company is large or small: if the product is truly sustainable, it is selected. At that point, the producer receives a green sticker, which identifies them as part of the Innovation Route.

The route works well because it's highly visible, but not intrusive: it's an effective path that resonates with the visitors.

The public appreciates this initiative greatly, because today they are very attuned to ecology. But let's remember that innovation doesn't only mean "green": there are also important high-tech evolutions that make products more efficient and modern.

Today, Cannes is the first show of the season: we present many new items and sustainable solutions. That's why we're a reference point, both for the public and for the international press.

### **What is the level of Italian participation, in terms of exhibitors?**

About one-third of the exhibitors are Italian, one-third are French, and one-third come from the rest of the world.

Italian presence is strong and clearly perceptible even just walking between the stands. You can hear a lot of people speaking Italian, which is completely normal, because Italy is one of the leading countries in the boating sector. So, we are very happy with this significant participation.

If we look at the boats in the water, the Italian percentage is even higher: I would say around 40%. This is because many Italian exhibitors tend to bring more boats than the others on average. We can estimate around 40% Italian boats, 30% French, and the remaining 30% from the rest of the world.

### **Now, let's talk about the economic and geopolitical context. We are living in a time of uncertainty and international tensions. Are these global factors influencing the organization of the Festival?**

Yes, of course, they have an impact. Unfortunately, the boating industry is going through a rough patch: it's struggling. I'm not an expert in the field; I don't build boats: I consider myself just an observer of the industry. But my impression is that the economic situation won't resolve in a few months. It's complex.

Today, there are two different

approaches to boat shows. Right now, I'm attending a meeting with organizers of international boat shows, and you can clearly see the distinction: on one side, there are smaller shows that are highly efficient on a local level, where real business happens, and on the other, there are the big international shows, like Cannes, which has a leadership role in Europe and ranks third in the world. These events are essential for the major players in the industry, but also for small shipyards, who want to participate to maintain visibility and remain at the heart of the industry.

For my part, I believe that the major international boat shows are not directly affected by customer difficulties, because shipyards still need to be present. Sure, if the crisis lasts longer, there could be an impact, also because participating in a show has costs. But for now, the big players are still participating, and for this year – and probably next year as well – I don't foresee negative effects for Cannes. However, it's likely that shipyards and exhibitors in general are starting to reduce their budgets. This might affect the smaller shows, depending on customer locations, and even the big events like ours could see a slight reduction in volumes. That being said, to be transparent: this year, I don't see any decrease in demand for participation. I believe the reason is clear: Cannes is one of the places you need to be. The industry continues to view



To the right, the new Power Boat Marina at Port Canto, with 170 boats up to 13 meters, 300 meters of quay, and over 2,000 m<sup>2</sup> of exhibition space.

In the lower photo, the area dedicated to sailing at Port Canto, with 4,000 m<sup>2</sup> of quays.



our show as a reference point. Even though I know many of my clients are facing economic difficulties.

**In your opinion, what are yacht owners looking for today? Sustainability, comfort, or simply a luxury experience?**

There's a major evolution underway, but it's hard to define a universal rule. Yacht owners around the world are very different from one another. So, it's difficult to generalize. However, I can say that new generations are not replacing the older ones quickly enough. The boating industry is slowly losing some of its historic customers because they are aging. Younger people do buy boats, but they do it differently: they share boats, rent them, experience boating as something to try. The attitude is different, as are the expectations: for example, sustainability is much more important for younger

generations. Older yacht owners, on the other hand, are more focused on comfort, safety, and – in the case of superyachts – privacy.

Those who buy large yachts want to isolate themselves, live privately, away from prying eyes. That's a very strong value. Today, even climbing Everest, you encounter crowds. But at sea, no: there, you find silence, nature, solitude.

Sustainability, on the other hand, is often demanded by the younger generation more than the parents. But year after year, it's growing even among older generations, and that's why the industry is moving in that direction.

Manufacturers are working to anticipate future demand. But the fact remains that boats are luxury products: even a small high-end boat can cost 200,000 euros. So today, for those buying, the price and the economic situation still matter a lot. Sustainability, perhaps, isn't yet

the deciding factor, but it's becoming more and more important.

**Is everything ready for the Festival?**

I can't wait to open the 2025 edition of the Cannes Yachting Festival. The trends, the evolution of technologies, and the growing focus on the environment are bringing an influx of innovation to the sector.

Boats are becoming more elegant and advanced. The level the industry has reached is truly remarkable. That's why it's worth coming to see us this year: to witness firsthand where the future of boating is headed.

**CANNES YACHTING FESTIVAL**  
[www.cannesyachtingfestival.com](http://www.cannesyachtingfestival.com)



SEATIME YACHTING

seatimeyachting.it

EMERALD  
YACHT SERVICE

SUB DEALER

solaris  
POWER

LOMAC  
PIONEERS OF RIB SINCE 1960



MAKING EVERYTHING LUXURY



**SP 44 OPEN**

11,95x4,35 m, 2x480 HP  
Volvo Penta D6 - IPS650  
anno 2023



**SP 48 OPEN**

14,86x4,87 m, 2x480 HP  
Volvo Penta D6 - IPS650  
anno 2021



**LOMAC TURISMO 600**

5,95x2,70 m, Yamaha 40 HP,  
EYS Edition, anno 2024



**LOMAC GT 12.5**

11,75x3,51 m, 2x450 HP  
Yamaha XTO Offshore V8  
anno 2023

# BG DESIGN FIRM: THE ART OF NAUTICAL DESIGN BETWEEN AESTHETICS AND FUNCTIONALITY

INTERVIEW WITH DESIGNER GIUSEPPE BAGNARDI

by Elisa Annesi

Based in Rome, BG Design Firm is a yacht design studio that has successfully blended experience gained in the automotive sector with a passion for the sea. Founded by a professional with a prestigious background in car design, BG Design Firm has become a benchmark for Italian shipyards. In this interview, designer Giuseppe Bagnardi shares the story behind the firm, the creative process behind each project, and the challenges involved in designing boats that are not only visually captivating but also highly functional and innovative.

B







The Otam 90 GTS “SEXY ME” is a masterpiece of engineering and luxury, created to celebrate the shipyard’s 70th anniversary. Outstanding performance (45 knots), unparalleled comfort, and a distinctive design featuring premium materials and 2,600 HP MTU engines.

**How did the story of BG Design Firm begin? Can you tell us how the idea came about and how the studio has evolved since 2013?**

The studio was my own initiative, but my journey started years earlier in the car design sector, where I worked extensively. I began at the Bertone Style Centre in Caprie, near Turin. After that, I joined the design centre of the renowned car manufacturer Lamborghini in Sant’Agata Bolognese (MO), and then moved to the Advance Design Centre of the Volkswagen Group in Braunschweig, Germany, where I stayed for several years. At the time, the centre was headed by Walter De Silva, a leading figure in Italian design worldwide. There, I had the opportunity to work on major projects for all the Volkswagen Group brands, including Audi, Porsche, Bentley, and many more. It was an extremely formative period, where I learned a great deal by collaborating with talented people from all over the world.

From the very beginning of my career in car design, I also pursued a parallel path in yacht design, driven by a strong passion passed down from my family since childhood—when I first experienced life at sea, water sports, and began to understand what it means to navigate. I started freelancing for prominent yacht design studios in Italy and abroad, approaching shipyards to propose new ideas and projects.



Pictured: designer Lorenzo Rispoli.

In 2013, I decided to formalize this professional path and opened my own yacht design studio in Rome under the name BG Design Firm, together with my friend and colleague Alessandro Giomi. Since then, I’ve worked alongside a team of trusted collaborators, including designer Lorenzo Rispoli, a key figure at the firm, and we currently collaborate with several Italian shipyards.

**Client interaction is one of the key aspects of your work. How does communication take place throughout the design process, and how much do an owner’s requests influence the final result?**

Throughout the design process, communication between our studio and the shipyard’s technical

office is constant. Excellence can only be achieved through teamwork, so it's essential to have a close collaboration among all parties involved. The final client's wishes are crucial, especially when working with shipyards that build custom boats, as has often been the case for me with Otam. In these situations, the designer's role is similar to that of a tailor, working with the shipyard to design and craft a "made-to-measure" boat for the client.

It's a different scenario when we work with a shipyard like Capelli, where the design is driven more by strategic business decisions that consider general market trends rather than individual customer preferences.

**How do you manage to strike a balance between aesthetics and functionality?**

Aesthetic choices must always be

purposeful and justified. From the very first sketches, we place great emphasis on technical aspects, because boats are not just beautiful objects — they are vehicles on which people must be able to live or spend full days. It's therefore essential to understand what type of boat we are designing—whether it's a day cruiser, a trawler, or a high-performance craft, so that we can respect the technical requirements and characteristics of the final product.

A concrete example: when we designed the Otam 90 GTS, there were technical needs related to airflow in the engine room. Working alongside engineer Umberto Tagliavini, we identified the best placement for the air intakes to ensure optimal ventilation for the engine room, without compromising the boat's aesthetics or performance.

**Is BG Design Firm experimenting with innovative solutions in the yachting sector?**

Every project is an opportunity to develop new ideas. That said, it's not always easy to find clients willing to invest in radically innovative concepts. However, we are developing concepts to present to shipyards that are open to more cutting-edge solutions, with the goal of anticipating trends and offering original design proposals.

**Is there a project that particularly moved you or marked a turning point for your studio?**

Without a doubt, the Otam 90 GTS is the most important project we've done so far. It was a major challenge for the studio and represents the largest yacht we've designed to date. It all started with a sketch on a



@Otam/Alberto Cocchi

The Otam 70 HT features sleek, dynamic lines and a sharp bow that enhances seakeeping and overall performance.

sheet of paper — a silhouette drawn during a meeting. Then the shipyard and one of their clients fell in love with it, and from there, the project took off. It was truly exciting to see the boat come to life, starting from the first components built. Working with Otam allowed us to focus on every detail, seeking the best solution for each element. We followed the entire development process from the initial design phase through to launch, always in close collaboration with the shipyard's technical department. The result is a yacht with clean, timeless lines and perfectly balanced volumes that enhance its sporty nature and performance without compromising onboard livability — both inside

and out.

If I had to define the boat's style in one phrase, it would be:

"Less is more".

Of course, none of this would have been possible without the great creative freedom granted by the final client. I was told that the first time he saw a rendering of the boat, he exclaimed: "This is sexy". Since then, the yacht has been nicknamed "SEXY ME".

**The integration of the new hull designed by Umberto Tagliavini plays a key role in the Otam 90 GTS's performance. How did the design team work to create a yacht that was not only fast but also safe and reliable in varying sea conditions?**

From the very beginning of the

project, we worked closely with Umberto Tagliavini and Aldo Scorzoni, constantly exchanging ideas to improve the yacht. The reliability and construction quality are the result of Otam's expertise and craftsmanship. Every time I had the chance to sail on it, the experience was amazing — it felt like gliding on rails. The stability and safety it offers while underway are priceless.

Our greatest satisfaction was seeing the finished boat exactly as it was in the original sketch, without a single detail altered. It remained true to that first drawing, and that is our greatest achievement as a design firm.

**In working with brands like Capelli and Castagnola**



The Stradivari 52 is designed to offer generous outdoor spaces, ideal for relaxation and entertainment.

The large forward sunbed, spacious cockpit, and comfortable swim platform allow you to enjoy the sea in total comfort.

BG Design Firm played a key role in the creation of the Stradivari 43's interiors: elegant finishes, high-quality materials, and a perfectly optimized layout ensure a pleasant and relaxing onboard experience, both on long cruises and during more dynamic outings.



**Yacht, have there been any specific challenges BG Design Firm has faced, particularly in terms of customizing the design?**

Yes, especially with Capelli, one of the most important boatbuilders in Europe, producing a high volume of RIBs each year. Being a highly structured company with a diverse client base, we faced challenges related to production timelines and final product quality.

From the very first Stradivari 43, we had to work within a number of constraints, but we always managed to strike the right balance and develop a product well received by the market.

For example, the latest model we designed with them — the Stradivari 52, the largest and most luxurious in their range — was successfully sold based on the initial renderings alone.

**Looking at upcoming projects with your partner shipyards, what are the emerging trends in yacht design, and how is BG Design Firm planning to stay ahead of the curve?**

We're currently working on a range of projects, from fast boats to displacement yachts. Design always follows trends, and you need to know how to catch them — or better yet, anticipate them.

Smaller boats are constantly evolving, with

innovative layouts that unfortunately often lead to similar proposals across the market. On the other hand, larger yachts are seeing a shift in formal approach — from surface design to interior layout— with some very interesting concepts emerging.

One clear trend is the effort to optimize aft deck space, which greatly influences the overall design. As a result, superstructure volumes are often moved forward, sacrificing some of the boat's traditional sleekness in favor of more livable outdoor areas. Personally, I find this type of yacht very appealing and full of character.

In terms of formal language, I see two main trends: one featuring sharp, almost military-style surfaces, and the other defined by soft, elegant shapes. The former is more common on smaller boats, while the latter tends to appear on larger yachts.

Yacht design is a delicate balance of aesthetics, innovation, and functionality. The real challenge is to anticipate trends without losing the identity of the project.

**BG DESIGN FIRM**

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

[info@bgdesignfirm.com](mailto:info@bgdesignfirm.com)



**IL LUSSO HA APPUNTAMENTO CON LO YACHTING.**

VISITA IL CANNES YACHTING FESTIVAL IN MODO PRIVILEGIATO CON UN  
PROGRAMMA ESCLUSIVO: TRASFERIMENTO IN ELICOTTERO,  
VISITA DI YACHT, ACCESSO AI CLUB VIP...

1° SALONE NAUTICO IN ACQUA D'EUROPA

# CANNES YACHTING FESTIVAL

9-14 SETT. 2025

[cannesyachtingfestival.com](https://cannesyachtingfestival.com)

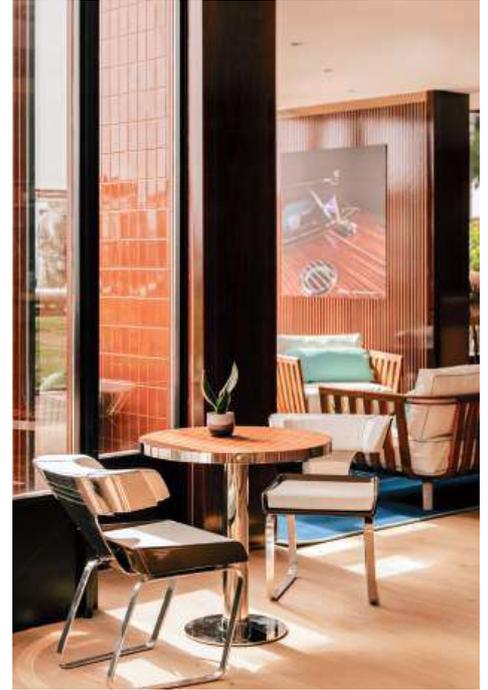


# THE CHARM OF RIVA LANDS IN MALLORCA

## NEW LOUNGE AT HOTEL DE MAR GRAN MELIÁ

The timeless legend of Riva yachts meets Mediterranean elegance at an exclusive new destination: a Riva Lounge at the iconic Hotel de Mar Gran Meliá on the coast of Illetes. With legendary design, sea views, and refined charm, it's the must-visit address for those who love style, the sea, and beauty.





The Riva Destinations collection welcomes a new addition: an elegant Riva Lounge has been inaugurated at the Hotel de Mar Gran Meliá in Mallorca. The opening event, held on May 15 with a glamorous seaside gala, drew celebrities, local authorities, and members of the Mallorcan elite. Set within a panoramic garden overlooking the deep blue Mediterranean, the new Riva Lounge celebrates the unmistakable style of Riva yachts. Every detail of the setting reflects the excellence of Gran Meliá hospitality paired with the nautical elegance of the Italian brand: glossy mahogany, striped maple, polished steel, and iconic furnishings such as Aquariva lamps and Aquarama chairs recreate the onboard atmosphere of a Riva — on land. The venue features a bright dining area and a seafront terrace, completed by a spectacular Riva Privée.

For an even more immersive experience, guests can book a day aboard an authentic Rivamare, available for private charter — perfect for exploring hidden coves, sipping sunset aperitifs, or enjoying a starlit dinner at sea.

Designed by renowned architect José Antonio Coderch and known as the “chocolate building”, the Hotel de Mar Gran Meliá has been a symbol of Mallorcan hospitality for over 60 years. Now, thanks to the new Riva Lounge, it also joins the map of the world’s most exclusive Riva destinations — alongside Venice, Monte Carlo, Paris, and Jeddah. A new haven to experience the sea with style, where timeless heritage meets contemporary elegance.

#### RIVA - FERRETTI GROUP

[www.riva-yacht.com](http://www.riva-yacht.com)



# GIORGI YACHTS



**GIORGI 58**



**NUOVA GAMMA 2025:**

**50HT - 50 AEROTOP - 58HT - 64 HT**

**72HT - 86HT**

**WWW.GIORGIMARINE.COM - INFO@GIORGIMARINE.IT**



**PER INFO E PRENOTAZIONI:**  
**WHATSAPP +39 334 7404583 - MARINADISTINTINO@GMAIL.COM**  
**www.marinadistintino.it**  
f @



**DOVE SIAMO**

**Lat. 40° 56' 24.3" N Long. 8° 13' 58.7" E**



**LUNGHEZZA MAX**

**Fino a 85 metri**



**CONTATTI - VHF CANALE 9**

**T. +39 079523180**



**POSTI BARCA**

**Tot. 300 - Transito 50**





**Asteron As8** 2024, 25,25 m, 2x1.900 HP MAN EB diesel, 4 cabine, 4 bagni e cabina d'equipaggio, tel. +39 0424/533348 - +39 320/2820629 - lead@frattinyachting.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



**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



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



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



**CANTIERE E SERVIZI NAUTICI**  
RICOVERO INVERNALE - ALAGGIO - RIMESSAGGIO  
**LIPARI SERVICE EXPRESS**  
PER QUALSIASI SPOSTAMENTO VELOCE

**VENDITA & NOLEGGIO IMBARCAZIONI - MOTORI - RICAMBI  
ACCESSORI NAUTICI - TAPPEZZERIA - ABBIGLIAMENTO**

**SELVA** Marine
**SUZUKI** Marine
**TOHATSU** Outboard
**nanndiesel** energy in blue

**INTERNATIONAL**
**LAVOR**
**BRAVA GROUP**
**Sole Diesel**

**Milwaukee**
**RYOBI** Power tools that work™
**FERVI** PRO MARINE EQUIPMENT
**MB** MARINE BUSINESS
**HH** HILLY HARDEN

Shop Canneto: Via S. Vincenzo - Tel. 090 8960940 (Canneto) LIPARI  
Cantiere ed Uffici: Via Str. Provinciale - Km. 9300 - Tel. 090 9886156  
Ormeggio & Noleggio: Via F. Crispi - Cell. 333 6589768 - 330 370123



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



**Barca 7 metri**, motore 140 HP benzina entrofuoribordo, cuscineria nuova imbalsata, tendalino nuovo, doccetta, altri accessori, no carrello, euro 10.500, tel. +39 389/9217415



**Cantiere Nautico Roseto** 10,11 m, due entroborde in linea d'asse turbo diesel 370 HP, numerosi accessori, 4 posti letto, vis. Civitavecchia, euro 9.000 trattabili, tel. +39 334/3201711



**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 Blue Shore 41** anno 1988, 12,40 m, 2x285 Volvo Penta EFB D, vis. Adriatico, euro 105.000, tel. +39 0421/91616 - dalvi@dalvi.it



**Cranchi C.N. Z35** anno 2015, 11,70 m f.t. (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 Clipper** anno 1992, motore Volvo Penta AQD41b in eccellenti condizioni, raiser acciaio e turbina 231, euro 25.000, tel. +39 366/4620734



**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



**DC 10** completamente refittata nel 2023, sostituite boccole, assi, prese a mare, impianto elettrico, serbatoio gasolio, altri lavori di tappezzeria, euro 31.900, tel. +39 380/4728571



**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



**Fish 500 5 m**, Mercury PRO 40/60, 12 ore, portacanne plastica e inox direzionabili, cassetteria per attrezzatura da pesca, altri accessori, euro 9.000, tel. +39 392/8980087



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



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



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

**Esposizione**  
Via Adriatico, 11  
Jesolo Lido (VE)  
Tel. +39 0421 91616  
Massimo Dal Vi +39 335 205075  
e-mail: dalvi@dalvi.it



**Marine Brokerage srl**  
**INTERESSANTE OPPORTUNITA' DI ACQUISTO**  
**Imbarcazione HT di 23,50 mt.**



**IN AVANZATO STATO DI ALLESTIMENTO**  
**EURO 370.000,00 + IVA**

**Completa di molti impianti, allestimento 3 o 4 cabine più cabina marinai**  
**Offerta senza motori/gruppi elettrogeni/trasmissioni**

**Salone**



**Cabina padronale**



**Camminamento laterale**



**Coperta di prua**



**Sala macchine**



**PIANTE (SOLUZIONI MODIFICABILI)**



**Per tutte le informazioni e ulteriori foto inviare una e-mail a [dalvi@dalvi.it](mailto:dalvi@dalvi.it)**  
**oppure Dal Vi Massimo +39 335 205075**

**Per tutto l'usato consulta: [www.dalvi.it](http://www.dalvi.it)**



**Gozzo** motore Lombardini 70 HP, cucineria 2024, tendalino Tessilmare 4 archi, bitte in acciaio 316, due batterie, vericello, WC, euro 17.000, tel. +39 328/9626138



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



**Manó Marine** perfetta per la pesca, Yamaha 40 HP 4T, t-top acciaio, tendalino, eco. Garmin 8", portacanne, vasca per il vivo con pompa, euro 8.000, tel. +39 335/683100



**Moscone** doppio scafo in compensato marino, perfetto stato, ottimo per la pesca sportiva, 5x2,30 m, motore Evinrude E-TEC 90 HP, euro 5.500 trattabili, tel. +39 347/1023154



**Ranieri International 275 LX** nuova, 8,20 m, 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

**Devi acquistare un'imbarcazione usata e vuoi affidarti ad un PERITO PROFESSIONISTA?**

**Vuoi che la costruzione della tua imbarcazione nuova venga seguita da un CONSULENTE DI FIDUCIA?**

**Temi che la tua barca abbia osmosi, delaminazioni o qualche vizio occulto ?**

**Affidati ad una società leader in Italia e all'estero sulla CONSULENZA e le PERIZIE NAUTICHE**



Studio Tecnico Ing. Giuseppe COCCIA  
Perizie e Consulenze Nautiche  
in Italia e all'estero  
Email: [stc@studiococcia.org](mailto:stc@studiococcia.org)  
[www.studiococcia.org](http://www.studiococcia.org)  
Fax: 0771 281115  
Mob.: +39 328 3022268



**Ilver Cruiser** cabinata, ampia spiaggia di poppa, 4 posti letto, WC, cucina, tendalino, salpa ancora, impianto stereo, valuto permuta, vis. Pescara, tel. +39 334/9044607



**Magnum 38** 12,5 m, 1979, CAT 2x350 HP anno 2002, sbarcati e portati a zero ore nel 2023, euro 130.000, tel. +39 041/5382523 - info@campellomarine.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



**Milano Aprea 7.50** motori 2xVM da 140 HP, 1.600 ore moto, VHF, GPS, eco., WC elettrico, refit completo cucineria, vis. Torre Annunziata, euro 55.000, tel. +39 348/8623622



**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



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



**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

**CANTIERI PANARO s.r.l.**

OFFICINA AUTORIZZATA **VOLVO PENTA**

RIMESSAGGIO E ASSISTENZA NAUTICA

- > ORMEGGIO ESTIVO
- > ALAGGI E VARI CON TRAVEL LIFT E GRU
- > ASSISTENZA MECCANICA, ELETTRICA ED ELETTRONICA
- > LAVORI IN CARPENTERIA E VERNICIATURA
- > RIMOTORIZZAZIONI E RESTYLING
- > PULIZIA ACCURATA DEGLI INTERNI
- > INTERVENTI IN E FUORI SEDE

OFFICINA AUTORIZZATA

**BAVARIA YACHTS** **SUZUKI** **COELMO GENERATORS**

Cantieri Panaro srl [www.cantieripanaro.it](http://www.cantieripanaro.it)

Via dei Martiri snc - 81030 Castel Volturno (Caserta)  
Tel./Fax 0823 1831089 - 347 8441355 - canapasrl@virgilio.it



**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 242** motore Volvo Penta benzina 240 HP, in ottime condizioni, completa di eco. e GPS 7" cartografico Raymarine, 5 posti letto, euro 23.000, tel. +39 345/9449621



**GIADA96**  
M A R I N E

DISTRIBUTORE UFFICIALE



*Ranieri.*  
INTERNATIONAL

CONCESSIONARIO

**LOMAC**  
MILANO



**UNA STORIA LUNGA PIÙ DI 30 ANNI**

**WWW.GIADA96.IT**

OFFICINA | RIMESSAGGIO  
Via della Scafa, 19 - Fiumicino  
Tel +39 06 65 024 111  
Cell +39 348 443 5165  
info@giada96.it



UFFICIO | RICAMBI | SHOWROOM  
Lung. Duca degli Abruzzi, 84 Roma  
c/o Porto Turistico di Roma  
Tel +39 06 57 578 41  
Cell +39 348 443 5165



**Regal 3560** anno 2004, 11,58 m, motori 2x285 HP Volvo Penta EFB D, visibile Adriatico, euro 125.000, tel. +39 0421/91616 - dalvi@dalvi.it



**Rio 750 Cruiser** anno 2004, Mercruiser 3.0 2x135 HP del 2006, tendalino, euro 36.000, tel. +39 041/5382523 - info@campellomarine.it



**Rivarama 44 2009**, 13,40 m, 2x800 HP MAN, 2 cabine, euro 690.000, 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



**Vizianello 46** 14 m, anno 1989, motori CAT 2x380 HP diesel, ottime condizioni, unico proprietario, tel. +39 041/5382523 - info@campellomarine.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

Marine Consultants & Surveyor

**PERITO NAVALE DANIELE MOTTA**

*"Da sempre qualità e professionalità per lo Shipping e lo Yachting"*

SERVIZI:

- Attività Peritali
- Estimo Navale
- Start-up e Consulenze
- Gestione Navale e Mediazione Marittima
- Formazione e Divulgazione



Info@studiomcs.org | +39 389 0063921 | www.perizienavali.it



**Rio 750 Cruiser** anno 2001, 8,07 m, motore EFB D Volvo Penta 230 HP, vis. Jesolo Lido (VE), euro 39.900, 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



**Saver 520** Honda 40 HP, luci di via, batteria, pompa sentina, tintibene acciaio, scaletta risalita, cuscineria completa, tel. euro 8.500, tel. +39 041/5382523 - info@campellomarine.it



**Saver Cabin Fisher 540** super accessoriata, 5,40 m, salpa ancora elettrica, motore Yamaha 40/70 anno 2006, 620 ore di moto, euro 13.490 trattabili, tel. +39 347/4140961



**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



**Sun Runner** 11,90 x 3,84 m, anno 1991, motori Detroit 6v 53TI silver 400 HP Diesel, RINA, molti lavori eseguiti, euro 38.000, Whatsapp +39 335/490068



MERCURY



AVATOR 7.5 ELETTRICO



VERADO PRO XS



NAUTICA a MODENA dal 1971 Tel. 059 468219



**Wellcraft 2800 Costal** 8,53 m, motori Mercruiser Mag 2x350 MPI, tel. +39 041/5382523 - info@campellomarine.it



**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



**B&G Mar Srl**  
Via Benvenuto Volpato 12/14 - Fiumicino  
Tel. 345/2358255 - bgmar14@gmail.com



**AZIENDA LEADER A FIUMICINO NEL SETTORE NAUTICO**  
**DA OLTRE 10 ANNI**  
**IL PARTNER IDEALE PER SODDISFARE LE TUE ESIGENZE**

Accessori nautici  
Ricambi motore  
Concessionario Batterie AAA da oltre 15 anni  
Concessionario additivi e lubrificanti LIQUI MOLY  
**Officina autorizzata**



Attività di manutenzione ordinaria e straordinaria  
Vendita ricambi originali





**Alaver** cabinata, 6,80 m, antivegetativa da fare, ristrutturata, randa, fiocco, supporto motore, euro 1.500 trattabili, tel. +39 335/6791836



**Barca a vela** progetto Laurent Giles, 12 metri, acciaio, chiglia lunga, armo a cutter, vis. Sapri, euro 65.000, tel. +39 339/2233738



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



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



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



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



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



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



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



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



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



**Beneteau Oceanis Clipper 411** 2002, tenuta in modo maniacale, sempre in acqua dolce, vis. Treviso, euro 93.000, tel. +39 338/3563619



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



**Biasi Margutte 30** 1996, 9,10 m, motore Lombardini 18 HP, entroborde 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 1.204 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 trattabili, 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 700** deriva fissa, tenuta maniacalmente, pronta a navigare, motore Yamaha 8 HP, WC, VHF Raymarine, altri accessori, euro 9.500, tel. +39 392/7161150

# First Class!

con **10 10<sup>®</sup> CFS**  
sei già in barca!



costruire  
incollare  
laminare  
proteggere  
stuccare  
inventare...

**...do it better**



Test eseguiti presso:  
**CES** Centro  
Tecnologico  
Sperimentale



Approvazione  
RINA, RINAMIL e Classification  
for Fast Patrol Vessel  
2023/SP/01/200

*siamo sempre con te... dalla parte della tua Barca*



**SPINNAKER<sup>®</sup>**  
easy to use  
high quality  
beauty

facilità  
alta qualità  
bellezza



C-Systems 10 10 CFS, SPINNAKER Yacht Varnish, STEEL Blue, Nautilus mpt, Deco deck, Skinder, Gelplane...  
Disponibili on line su [www.cecchi.it](http://www.cecchi.it)

**CECCHI GUSTAVO & C.** Viareggio - Via M. Coppino, 253 tel. +39 0584383694 [info@cecchi.it](mailto:info@cecchi.it)





**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



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



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



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



**Dufour 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, bompreso 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



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



**Gilardoni Caipirinha** ottime condizioni, lungh. 9,15 m, velatura 38 mq, 6 posti letto, 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** 11,98 m, pescaggio 2,15 m, albero standard in alluminio, motore Yanmar 40 HP nuovo, tanti lavori eseguiti, euro 119.000 trattabili, tel. +39 339/8099173



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



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



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



**Internolo Menestrello 7.30** due giochi di vele completi in ottime condizioni, svariati optional a bordo, piccolo danno specchio di poppa e prua, euro 3.500, tel. +39 320/7511911



**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



**Morgan 41 Ketch** appena restaurata, motore Yanmar 115 HP tagliandato, 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



**Relax** 1990, 6 m, deriva mobile, motore entroborlo, cucinino, bagno, 4 posti letto, carrello in vendita separatamente, euro 4.000, tel. +39 333/9395767



**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




**Aladar Sail**

**RELAX  
LIBERTA'  
DIVERTIMENTO**

**le tue vacanze  
in barca a vela  
in Italia**

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



**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 Insoleace** 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



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



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



**WELCOME ON BOARD ON LUXURY YACHTS**



Sea & Sea S.r.l.  
Piazzale Clodio 22 - 00185 Roma  
Tel 06 64 52 58 18 - Cell. 333 32 20 184 - Fax 06 39 74 13 13  
[www.sea-seacharters.com](http://www.sea-seacharters.com) - info@sea-seacharters.com



**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



**Locazione e Noleggio Imbarcazioni**  
 Chiamaci per prenotare le tue vacanze:  
**+39 368 32 83 253**  
 o invia una e-mail a  
[agenzia@lavelaonline.it](mailto:agenzia@lavelaonline.it)  
**www.lavelaonline.com**



YOUR SAILING HOLIDAYS IN SARDINIA  
**WWW.CSAILCHARTER.IT**

**CARLOFORTE SAIL CHARTER**

BASE CARLOFORTE E CAGLIARI  
 One Way su richiesta nel Sud Sardegna e su Alghero e Olbia  
 Contact +39 3472733268 - [info@carlofortesailcharter.it](mailto:info@carlofortesailcharter.it) - [www.csailcharter.it](http://www.csailcharter.it)



**Beneteau Oceanis 393 Clipper** 12 m, 3 cabine spaziose, 2 ampi bagni con doccia, refit 2023, tel. +39 347/2733268 - [info@carlofortesailcharter.it](mailto: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](mailto: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](mailto:info@emeraldcruses.it) - [www.lamaddalenaprivateboat.com](http://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](mailto:info@emeraldcruses.it) - [www.lamaddalenaprivateboat.com](http://www.lamaddalenaprivateboat.com)



**Caicco Stella Maris**, 8 cabine, 16 ospiti, 7 crew, destinazione Croazia, tel. +39 335/5408943 - [charter@my-bec.com](mailto: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](mailto: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](http://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](mailto: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](http://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](http://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](http://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](mailto:info@lipariservice.it)



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



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



**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](mailto: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](mailto:info@lavelaonline.it)



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

*Il vostro noleggio barche a Mahón, Minorca*

**ISAS MENORCA**  
ALQUILER DE EMBARCAIONES

[www.isasmenorca.com](http://www.isasmenorca.com) Tel. +34 622309662



**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

**ITALCRAFT MAXIDRAGO 105**

**NOLEGGIO CON EQUIPAGGIO DA GIUGNO A SETTEMBRE 2025**  
**PARTENZE E ARRIVI DA PORTO FLAVIO GIOIA DI GAETA**

Lunghezza 31m. - Larghezza 7,94 m. - 8 posti - 1 cabina armatoriale - 1 cabina vip - 2 cabine doppie - 4 bagni

FIPAC SRL - FIPAC@MCLINK.IT



**2bar** anno 2022, motore Suzuki Ari 40/70, come nuovo, 400 ore moto circa, disponibile a qualsiasi verifica, no permuta, euro 21.000, tel. +39 333/3091065



**Asso 58** 2013, Mercury F150 e carrello, cucineria completa più prolunga prua e poppa, euro 28.500, tel. +39 06/65024111 - +39 348/4435165 - info@giada96.it



**BSC B-2** con Mercury Verado V350, cabina 2 posti, bagno, cucineria completa, doccia, tagliere e lavello esterno, frigorifero, euro 235.000, tel. +39 389/0349666, +39 06/24302354



**BSC 57 Classic** cucineria 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 rimessato al coperto, euro 119.000, tel. +39 0182/87831 - info@fourmarine.it



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



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



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



**Joker Boat Clubman 24** 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, possibilità di prova in mare, vis. Casal Velino, euro 6.500, tel. +39 338/8455231



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



**Joker Coaster 650** anno 2005 con tubi rifatti, motore Evinrude anno 2012, ore moto 200, euro 16.500, tel. +39 334/1028374



**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 gommeone 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 cuscineria 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 - seatimeyachting@gmail.com



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



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



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



**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, doccia, 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, livello, fornello, Raymarine Axiom+ 9", euro 65.000, tel. +39 348/3310314



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

NUOVO CONCESSIONARIO



SUZUKI

Il mare ti chiama

NAUTICA FIORÒ,  
EMOZIONI in movimento.



**Lago di Vico** Via dei Nocciolati - 01100 Ronciglione (VT)  
**Civitavecchia** Punto a Mare Via Aurelia Nord, 30 - 00053 Civitavecchia (RM)  
Cell. +39.338.8719795 +39.338.9347188  
[www.nauticafioro.it](http://www.nauticafioro.it) [info@nauticafioro.it](mailto:info@nauticafioro.it)

**NAUTICA FIORÒ**  
fratelli De Fermo

OFFICINA AUTORIZZATA E VENDITA





**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, doccia, tendalino, euro 26.000, tel. +39 041/5382523 - info@campellomarine.it



**Nuova Jolly 630** anno 2022, Mercury 150 HP, cuscineria 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, eco. 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 - seatimeyachting@gmail.com



**Pomar 5.70** ottime condizioni, tendalino, stereo, doccia, timoneria idraulica Baystar, motore Yamaha 40/70 con 120 ore di moto, euro 14.500 trattabili, tel. +39 331/7857145



**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** con 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 buonissime 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



**Sur Marine ST290** corpo in vetroresina Doubleshell, tubolari Hypalon ORCA, flaps elastici auto trim, coperta in teak, luci, euro 5.000, tel. +39 389/0349666, +39 06/24302354



**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

**3M** Science.  
Applied to Life.™

# Prodotti 3M per la nautica.

Distribuito da

**proxima**®  
S.p.A.

in qualità di

**3M** Preferred  
Converter  
*Preferred*

**Proxima Technologie Adesive SpA**

Lavorazione e distribuzione tecnologie adesive, abrasive ed insonorizzanti per l'industria

Via Emilia 16 | 10078 Venaria Reale (TO) | [www.proximatape.com](http://www.proximatape.com) | [info@proximatape.com](mailto:info@proximatape.com) | 011 957 49 45



**Carrello Ellebi 2 assi, 2.000 kg,** ben tenuto come da foto, euro 2.400, tel. +39 340/7611048



**Carrello Monokar 15S, 1.500 kg,** portata 1.150 kg, 6,9 m + allungamento, euro 4.180, tel. +39 06/65024111 - +39 348/4435165 - info@giada96.it



**Detergente per vetro e plexiglass**

Kristal Clean studiato per la pulizia di vetri e plexiglass di imbarcazioni, tel. +39 099/8271746 - +39 099/8272091 - www.blue-marine.it



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



**Giacca da donna Offshore GILL OS2 / rosso.** Questa giacca soddisfa perfettamente tutte le esigenze della vela d'altura, euro 349,95, tel. +39 011/19622026 - www.svb-marine.it



**Giacca MPX GORE-TEX Pro Offshore 2.0 Uomo / oro.** Questa giacca è ideale per la vela d'altura. Questo grande classico è stato rielaborato e presenta ora un taglio migliorato, un materiale più leggero e dettagli intelligenti, euro 799,95, tel. +39 011/19622026 - www.svb-marine.it



**Giacca da uomo Offshore GILL OS2 / rosso.** Questa giacca soddisfa perfettamente tutte le esigenze della vela d'altura. Può essere indossata in tutte le condizioni atmosferiche e in qualsiasi periodo dell'anno ed è ideale sia per le escursioni giornaliere, che per le regate di lunga durata, euro 349,95, tel. +39 011/19622026 - www.svb-marine.it



**Giacca GILL OS3 Coastal donna / blu.** Il sistema Coastal OS3 non solo offre una protezione ottimale contro il vento e l'acqua, ma si distingue anche per la sua sostenibilità, essendo realizzato con l'88% di materiale riciclato, euro 219,95, tel. +39 011/19622026 - www.svb-marine.it

# WOODWORKS

creatività e tecnica artigianale

**Woodworks S.r.l.s.**  
 Sede Legale: Via L. De Feo, 6 - 80069 Vico Equense (NA)  
 Uffici e Stabilimenti: Trav. Pizzone Cassante 17 bis - 80049 Somma Vesuviana (NA)  
 Tel. 081 0105633 - web: www.woodworks.it - mail: info@woodworks.it

Lavorazione e finitura

Lavorazione e finitura

Lavorazione e finitura

Lavorazione e finitura



**Motore Epropulsion Spirit 1.0 Plus S** / albero corto, silenzioso, ecologico e potente. Il fuoribordo elettrico portatile SPIRIT 1.0 PLUS di ePropulsion ha una potenza equivalente a circa 3 HP ed è adatto a derive, RIB e barche a vela fino a 1,5 tonnellate. Ha un albero corto e si distingue per le elevate prestazioni con un livello di rumore minimo. Non richiede alcuna manutenzione. Euro 2.199, tel. +39 011/19622026 - [www.svb-marine.it](http://www.svb-marine.it)

**Manufacturing marine solutions**  
**100% Made in Italy**

**Riviera GENOVA**

**CB04** | **KITFB350** | **MDA100**

Riviera Srl | 16138 Genova | tel. 010 8355286 | email: [info@rivieragenova.it](mailto:info@rivieragenova.it) | [www.rivieragenova.it](http://www.rivieragenova.it)



**Motore Evinrude E-Tec 130 DPX** del 2009 usato solo 15 giorni ogni stagione, pochissime ore di moto, perfetto, compreso di chiesuola, euro 3.700 poco trattabili, tel. +39 347/6476512



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



**Motore Mercury Avator 7.5E** design lineare e contemporaneo. Grazie ai 750 watt di potenza prodotti da Avator all'albero dell'elica, questo fuoribordo elettrico Mercury garantisce un'accelerazione e una velocità paragonabili a quelle del fuoribordo Mercury FourStroke F3,5. Euro 2.699,95, tel. +39 011/19622026 - [www.svb-marine.it](http://www.svb-marine.it)



**Motore Mitek MO 4,5 HP** è un fuoribordo elettrico con una potenza di 3,1 kW, che equivale a 4,5 HP, ed è ideale per imbarcazioni con un dislocamento di circa 2.800 kg. Il motore è caratterizzato da un controllo continuo e da una qualità eccellente, Made in Italy. Il motore presenta un design elegante e senza tempo con il suo colore nero. Euro 3.199,95, tel. +39 011/19622026 - [www.svb-marine.it](http://www.svb-marine.it)



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



**Motore Mercury Racing 150**, pronta consegna, nuovo, euro 19.256, tel. +39 06/65024111 - +39 348/4435165 - [info@giada96.it](mailto:info@giada96.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](mailto: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](mailto:info@giada96.it)



**Motore Suzuki APX 150 cavalli**, 16 valvole, elettronico, anno 2020, 600 ore moto, strumentazione elica in acciaio inox inclusa, manetta elettronica, tagliando eseguito, motore pronto, garantito, euro 11.500, tel. +39 389/9217415



**Motore Tohatsu 9.8 HP 4T** del 2018, piede lungo, accensione elettrica e manuale, guida a barra, motore nuovo con meno di 10 ore, completo di libretto originale, euro 1.550, tel. +39 320/0426965



**Motore Torqeedo Cruise 3.0 RL** albero lungo, fuoribordo elettrico. La nuova generazione Torqeedo CRUISE 3.0 è stata progettata per affrontare le dure sfide dell'uso quotidiano. Ideale per affrontare le condizioni più difficili, adatto a

gommoni o barche a vela fino a 3 tonnellate. Il Torqeedo CRUISE 3.0 è ancora più stabile in caso di incaiglio e ancora più protetto dalla corrosione durante un utilizzo intenso in acqua di mare, euro 3.949, tel. +39 011/19622026 - www.svb-marine.it



**Motore Torqeedo** Travel XP power 5 HP / 1425 Wh / gambo corto + set borse per trasporto - Fuoribordo elettrico. Questo motore offre una potenza di 1.600 Watt ed è ideale per derive e barche a vela con un dislocamento di circa 2.000 kg, che corrisponde a una spinta superiore di circa il 44% rispetto al modello standard, euro 3.748, tel. +39 011/19622026 - www.svb-marine.it



**Motore** che va regolarmente in moto ma sfiata dal monoblocco e non esce l'acqua di raffreddamento, quindi vendo come pezzi di ricambio o a persona che lo vuole riparare, fornito di libretto originale Yamaha, visione e ritiro a Montesilvano (PE), euro 100, tel. +39 331/3631524

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



**Salopette da vela** da donna eucaulipto Helly Hansen PIER 4.0. Questa salopette da vela è ideale per l'uso costiero grazie alle sue numerose caratteristiche. La collaudata membrana HELLY TECH® Performance a 2 strati garantisce un'eccellente protezione dal vento e dall'acqua, assicurando al contempo un'elevata traspirabilità, euro 199,95, tel. +39 011/19622026 - www.svb-marine.it



**Sedia regista** Capri in legno di faggio massello tinto teak con cerniere in ottone "marine grade" garantita per l'utilizzo in nebbia salina, inoltre, è stabilizzata ai raggi U.V., con appoggi realizzati in modo da non danneggiare il ponte in teak. Ha una struttura che resiste alle

**LABORATORIO NAUTICO**  
**GIARO**  
**RESCUE EQUIPMENTS**

**DAG: Dispositivo Aiuto Galleggiamento.**  
Il DAG è polivalente nell'utilizzo (galleggiamento / trasferimento / risalita a bordo) ed è di fondamentale aiuto durante la risalita in caso di rolio e beccheggio dell'imbarcazione. Il DAG può essere utilizzato anche da persone con poca mobilità motoria. Il DAG è disponibile in diversi modelli per soccorso e per diporto.

**GIARO snc - Via Nomentana, 362**  
00141 Roma  
Tel +39 06 86206042  
www.nauticagiario.com

@giaro

sollecitazioni meccaniche dovute al beccheggio e al rolio. A richiesta è anche possibile avere colori custom, tel. +39 081/0105633 - www.woodworks.it

niere in acciaio inox. Può essere anche una valida alternativa al tavolo fisso, tel. +39 081/0105633 - www.woodworks.it



**Tavolo ISCHIA** pieghevole in teak, ideale per l'uso in barca, ma indicato anche per casa e giardino. È realizzato a carabottino, con cer-



**Tender Suzumar DS 320-AL**, chiglia pneumatica e pagliolo di alluminio, fuoribordo Suzuki DF9.9BS anno 2019, euro 3.600, tel. +39 06/65024111 - +39 348/4435165 - info@giada96.it

# I MIGLIORI ARTIFICIALI



**WHITE MONKEY**

**PER LA TRAINA D'ALTURA E COSTIERA**



# TopLegal

D I G I T A L



SCOPRI LA NUOVA  
**TOPLEGAL DIGITAL**



# PUBLISH YOUR ADVERTISEMENT

If you want to publish a free ad (available only for private individuals) including a photo, or give greater visibility to your ad (paid service)

## SUBMIT YOUR AD

You can submit your ad online using the QR code next to this message, send it by email to [info@mondobarcamarket.it](mailto:info@mondobarcamarket.it), or by mail filling out the coupon below.



### FREE AD

#### SELECT THE SPACE

- TEXT ONLY  
 TEXT WITH COLOR PHOTO CM 4,5x4,2

### PAID AD

#### SELECT THE COLOR SPACE

- 9,5x4,5 CM**                      **9,5x9 CM**  
 1 ISSUE € 50,00                       1 ISSUE € 85,00  
 3 ISSUES € 130,00                       3 ISSUES € 240,00

To publish a FREE or PAID ad, send the original coupon (NO PHOTOCOPY), along with the photo(s) to: **GIORNALE MONDO BARCA MARKET**

**VIA DEI LECCI, N. 26 - 00062 BRACCIANO (RM)**

For a PAID ad, please also attach the proof of payment.

#### COUPON VALID FOR ONE ADVERTISEMENT ONLY

- To sell                       To buy

Ad text \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Location \_\_\_\_\_ Price \_\_\_\_\_ Phone \_\_\_\_\_

First name - last name \_\_\_\_\_

Street \_\_\_\_\_ City \_\_\_\_\_ Province \_\_\_\_\_ Postal code \_\_\_\_\_

Phone \_\_\_\_\_ E-mail \_\_\_\_\_

VAT n. \_\_\_\_\_ ID Card \_\_\_\_\_

#### INDICATE THE CATEGORY

- MOTOR BOATS                       INFLATABLE BOATS                       ENGINES                       WATERFRONT PROPERTIES                       JOBS  
 SAIL BOATS                       ACCESSORIES INSTRUMENTS                       TRAILERS                       BOAT BERTHS                       VARIOUS

#### FOR PAID ADS

- I enclose a non-transferable bank check payable to Edizioni Annesi Srls.  
 I enclose a copy of the postal order payable to Edizioni Annesi Srls - Via dei Lecci, no. 26 - 00062 Bracciano (RM).  
 I enclose a copy of the bank transfer payable to Edizioni Annesi Srls - IBAN: IT38C0538703263000047480967.  
 Payment via [paypal.me/mondobarcamarket](https://www.paypal.me/mondobarcamarket).

#### HOW TO REPEAT AN AD

To repeat an ad, please fill out a new coupon and send it in. This will entitle you to have the ad republished. If the photo has already been sent previously, check the following box  and indicate the month in which it was published.

#### Privacy Guarantee

Edizioni Annesi Srls guarantees the utmost confidentiality of the data you provide and the possibility to request corrections or deletions free of charge by writing to: [info@mondobarcamarket.it](mailto:info@mondobarcamarket.it). The information stored in our electronic archive will be used solely to send you commercial proposals, in accordance with EU Regulation 2016/679 "GDPR".

*Ads received by the 15th of the month are guaranteed to be published in the following month (for example: by December 15th for the January 1st issue)*

**MUOVIAMO LE  
TUE PASSIONI**



**WE MOVE YOUR  
PASSIONS**



**MARTINETTI ELETTRO-IDRAULICI PER INVASI FINO A 40 TONNELLATE**



**TRAINATORI ELETTRICI PER CARRELLI FINO A 15 TONNELLATE**

**MOVIMENTATORE  
PER  
SEMIRIMORCHI  
FINO A 40  
TONNELLATE**



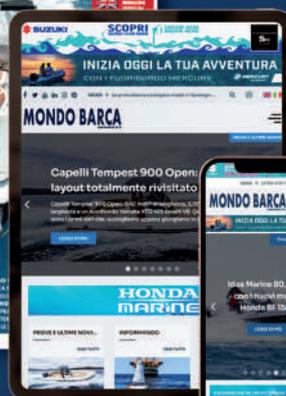
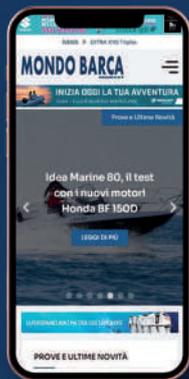
**NOVITA'**



**MOVIMENTATORE  
PER CONTAINER  
FINO A 10  
TONNELLATE**

**VIA DEL COMMERCIO 9 - 20036 DAIRAGO (MI)  
TEL. 0331.433.627 - info@pmpitalia.it**

# A YEAR WITH MONDO BARCA MARKET



**PRINT**

12 issues

**€ 50**

**DIGITAL**

12 issues

**€ 25**

**PRINT**

+

**DIGITAL**

12 issues

**€ 60**



## SUBSCRIPTION

You can subscribe to Mondo Barca Market for\*:

- 12 issues of the print edition for € 50.00 (instead of € 60.00)
- 12 issues of the digital edition for € 25.00 (instead of € 30.00)
- 12 issues print + digital editions for € 60.00 (instead of € 90.00)



### PAYMENT METHOD:

Bank transfer to Edizioni Annesi Srls - IBAN: IT38 C053 8703 2630 0004 7480967

I wish to subscribe to **Mondo Barca Market**

Surname \_\_\_\_\_ Name \_\_\_\_\_  
 Street \_\_\_\_\_ N° \_\_\_\_\_  
 City \_\_\_\_\_ Province \_\_\_\_\_ Postal code \_\_\_\_\_  
 Phone \_\_\_\_\_ E-mail \_\_\_\_\_  
 Date \_\_\_\_\_ Signature \_\_\_\_\_

Cut and send it to **Mondo Barca Market** Via dei Lecci, no. 26 - 00062 Bracciano (RM) or by email to **info@mondobarcamarket.it**

\*The print subscription for INTERNATIONAL delivery costs twice the indicated price

**WWW.MONDOBARCAMARKET.COM**



## OCEAN 780 OPEN



Ultima novità della linea Speedy: elegante, raffinata e unica

[WWW.AURELIANAUTICA.IT](http://WWW.AURELIANAUTICA.IT)

Via Aurelia km 38,300 - 00055 Ladispoli (RM) | Cell 349 120 53 30 | [info@aurelianautica.it](mailto:info@aurelianautica.it)

**HONDA**  
**MARINE**

# IL MARE TI ASPETTA. GAMMA V6, L'AVVENTURA È A PORTATA DI MANO.



## PROMOZIONE SPECIALE

MOTORI FUORIBORDO BF200 | BF225 | BF250

Prestazioni e affidabilità, una gamma progettata per dominare ogni onda. Visita il sito [honda.it/marine](https://honda.it/marine) o contatta il tuo concessionario di fiducia per conoscere tutti i dettagli dell'offerta.



Visita [honda.it/marine](https://honda.it/marine)



ADVENTURE ON *Water*