

MONDO BARCA

MARKET

COVER

FERRETTI YACHTS 940

SEA TRIAL

**BOAT SHOW
SPECIAL EDITION
2025**



TEST

WELLCRAFT 38 T-TOP

MV MARINE MITO 40

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THE LATEST ISSUE
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MONDO BARCA

MARKET

COVER

FERRETTI YACHTS 940
LA PROVA

SPECIALE SALONI 2025

TEST

WELLCRAFT 38 T-TOP
MV MARINE MITO 40

DESIGNER E PROGETTISTI FEDERICO FIORENTINO YACHT DESIGN
AVVOCATO A BORDO IL LEASING DI IMBARCAZIONI DA DIPORTO UTILIZZATE
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EDITORIAL

With the August/September issue, Mondo Barca Market is ready to come along with you through the most eagerly awaited period of the nautical season: the autumn boat shows. A crucial phase for the sector, where trends are defined, developments are observed, and market scenarios for the coming months begin to take shape. It's the time when shipyards unveil new boats and preview the models set to define the upcoming season, bringing to the docks not only technological innovation and design research, but also new ways of experiencing the sea, through increasingly refined and functional design solutions.

This "Boat Show Special" edition aims to be a compass to help you navigate the many upcoming innovations. In the following pages, you will find a detailed preview of the main new models debuting at the Cannes Yachting Festival, taking place from 9 to 14 September 2025, at the first major European event of the season. As every year, the event returns to the stunning setting of the Croisette, between the Vieux Port and Port Canto, welcoming owners, professionals, designers and enthusiasts from all over the world. A glamorous stage, certainly, but also a highly technical showcase, hosting over 700 boats, from 5 to 50 metres, sailing and motor, many of which will be world premieres. A unique opportunity to experience first-hand the results of the work carried out by shipyards over the past year and to

understand the direction in which the international boating industry is heading.

Immediately afterwards comes the Genoa International Boat Show, scheduled from 18 to 23 September 2025. A not-to-be-missed event that, for over sixty years, has celebrated the sea, boating culture and the excellence of Made in Italy. This year's edition promises to be especially rich and ambitious: a renewed layout, expanded exhibition areas and an increasingly integrated offering of motorboats, sailboats, accessories and services.

Genoa thus confirms itself not only as an essential stop on the international boat show calendar, but also as a vital and dynamic hub, a reference point for the entire Mediterranean.

The boating industry today, more than ever, is undergoing profound transformations: sustainability, electrification, innovative materials, digitalisation of the onboard experience. And the autumn boat shows represent the moment when these trends become tangible, visible, and tested against the public and the market.

With this issue, we offer you a comprehensive, up-to-date and – we hope – interesting overview.

Whether you are experienced boat owners, industry professionals or simple enthusiasts, this is the time to look ahead. Because the future is already here.

Happy reading and happy sailing!

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FESTIVAL DAL 09 AL
14 SETTEMBRE 2025

INCONTRACI
AL SALONE NAUTICO
DI GENOVA
DAL 18 AL 23
SETTEMBRE 2025



JEANNEAU



FERRETTI YACHTS 940

LIVING THE SEA "JUST LIKE HOME"

by Elisa Annesi





At the 2025 Venice Boat Show, the Ferretti Yachts 940 debuted as one of the most significant new entries in the under-30-metre motoryacht segment. Elegant, spacious, designed to welcome and make everyone on board feel “Just Like Home.” Not just a concept, but a true design philosophy reflected in every detail of this new widebody model by Ferretti Group.

With its 28.97 meter length overall and a maximum beam of 6.76 meters, the Ferretti Yachts 940 redefines the concept of onboard comfort, offering generous, flowing spaces enriched by innovative architectural solutions. It is the first widebody model in the shipyard's range under 30 meters, which translates into spacious environments visually connected to the outside thanks to full-height windows and a layout that encourages conviviality, privacy, and constant contact with the sea. The exterior style is dominated by horizontal lines that extend the yacht's profile, emphasized by an elegant use of two-tone color. The goal is clear: to create a true "floating home," where design, functionality and well-being coexist harmoniously.

MAIN DECK: THE HEART OF SOCIAL LIFE

The main deck living area is a true invitation to socialising, starting with the 32-sqm cockpit – configurable, as in the first unit, with Minotti free-standing furniture – which opens onto a stern platform with pantograph bathing platform and a garage for tenders up to 4.10 meters. Inside, the main salon spans an area of nearly 30

sqm, bathed in light thanks to large glazed surfaces and a glass railing that enhances the interchange between interior and exterior. The layout is versatile: the standard version features a large Minotti corner sofa, but alternatives include additional sofas or storage solutions. Amidships, connected to the side galley, the dining area seats up to 8 guests around a Bonaldo table with a bronze glass top (as seen on the first unit).

The highlight of the main deck is the full-beam owner's suite of about 27 sqm: king-size bed, Silver Roots marble vanity, en-suite bathroom with large shower and high-end finishes. Interiors can be customised in either the Classic or Contemporary mood, both designed by IdeaeItalia, with a play of textures and colours inspired by the land or the sea.

FLYBRIDGE: 50 SQM OF FREEDOM

Climbing to the upper deck, one immediately perceives a sense of total freedom: 50 sqm designed to enjoy the sea in complete relaxation, with a dining area for 9 people (Talentì furnishings), an outdoor kitchen, a Minotti bar counter and a helm station protected by a hard-top available in fixed or





opening versions. The aft area can be customised with elements such as loungers and coffee tables, making the space entirely modular.

LOWER DECK: PRIVACY AND FUNCTIONALITY

The lower deck houses three VIP cabins and one twin cabin with sliding beds, all with private bathrooms, wardrobes and refined finishes. Forward, the crew area is designed for maximum operational comfort, with a dinette, two cabins and space for up to four crew members.





PROPULSION

The Ferretti Yachts 940 offers two engine options, both by MAN, ensuring smooth, powerful and quiet cruising in line with the comfort that characterises the entire yacht. The standard version features twin V12 engines with 2,000 hp, capable of reaching a top speed of 25 knots, with a comfortable cruising speed of around 21 knots. For those seeking higher performance, an upgrade is available with the new 2,200 hp V12X engines, pushing the top speed to 27 knots while maintaining a stable cruise at 23 knots.

SEA TRIAL

We leave the Arsenale of Venice with 12 people on board. The tanks are loaded with 5,500 litres of fuel and 1,190 litres of fresh water. During the sea trial, the hull demonstrated highly stable and controlled behaviour. Cruising was smooth, with prompt yet progressive acceleration. The passage over waves was soft, a sign of proper hull design and efficient weight distribution. The



WATCH THE VIDEO





engine room's sound insulation proved effective, ensuring high acoustic comfort even at higher rpm. With the standard propulsion, we recorded a cruising speed of 21.9 knots at 2,100 rpm. The top speed reached was 22.2 knots at 2,200 rpm, with total consumption of 760 litres/hour.

The Ferretti Yachts 940 does not aim to revolutionise the motoryacht concept, but rather to elevate it to a higher level, where luxury meets functionality and comfort becomes a lifestyle. Its refined aesthetics, uncompromising habitability and almost artisanal attention to detail make it a mature product, intended for an experienced, demanding but discreet owner, seeking balance between design and substance.

A perfect yacht for those who want to enjoy the sea with others, taking advantage of generous and flexible spaces, without sacrificing moments of privacy and silence, enhanced by a high quality of

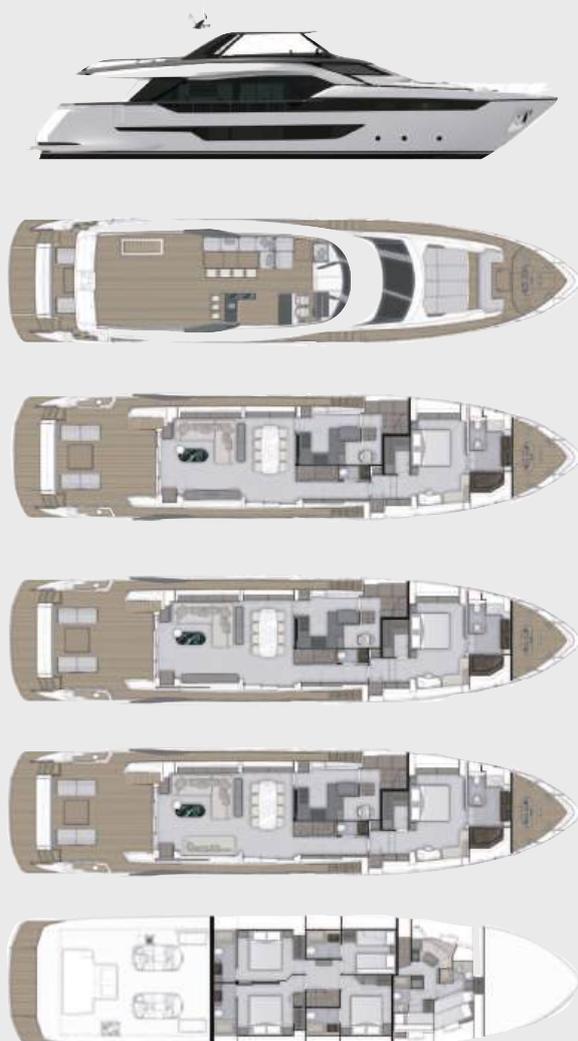
life on board during navigation. We recommend this yacht to those planning to use it not only for short outings but also for extended cruises and longer seasons, thanks to an interior layout designed to ensure habitability and functionality during long passages. The space configuration, optimised to maximise privacy and liveability, makes it ideal both for large families and for owners active in the high-end charter sector, delivering an onboard experience that meets the highest quality standards.

A model that speaks directly to those who see the yacht not just as a means of getting around at sea, but as a true extension of their lifestyle: personal, elegant, free.

FERRETTI YACHTS 940

TECHNICAL SPECIFICATIONS

LOA	28,97 m
Length overall	23,98 m
Length at waterline	22,38 m
Maximum beam	6,76 m
Draft under propellers (fully loaded)	2,3 m
Displacement (fully loaded)	98 t
Passenger capacity	20
Cabins	4-5
Fuel tank	9.000 l
Water tank	1.320 l
Engine	standard MAN V12 - 2.000 mHp
Speed	max 25 knots, cruising 21 knots
Engine	optional MAN V12X - 2.200 mHp
Speed	max 27 knots, cruising 23 knots
CE certification category	A



CONDITION ON TEST

Location	Venice
People on board	12
Water and sea condition	sunny, light wind, 60 cm wave
Fuel volume on board	5.500 l
Water volume on board	900 l

ENGINE

MAN V12 2x2.000 HP

CRUISING SPEED

21,9 | **2.100** | **620**
knots | rpm | l/h

NAVIGATION DATA

RPM	SPEED knots	TOT. CONSUMPTION l/h
700	7,1	31
900	8,6	57
1.000	9,3	65
1.100	10	100
1.200	11,2	131
1.300	12,4	153
1.400	12	191
1.500	13,3	233
1.600	13,6	300
1.700	13,8	360
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2.000	18,2	586
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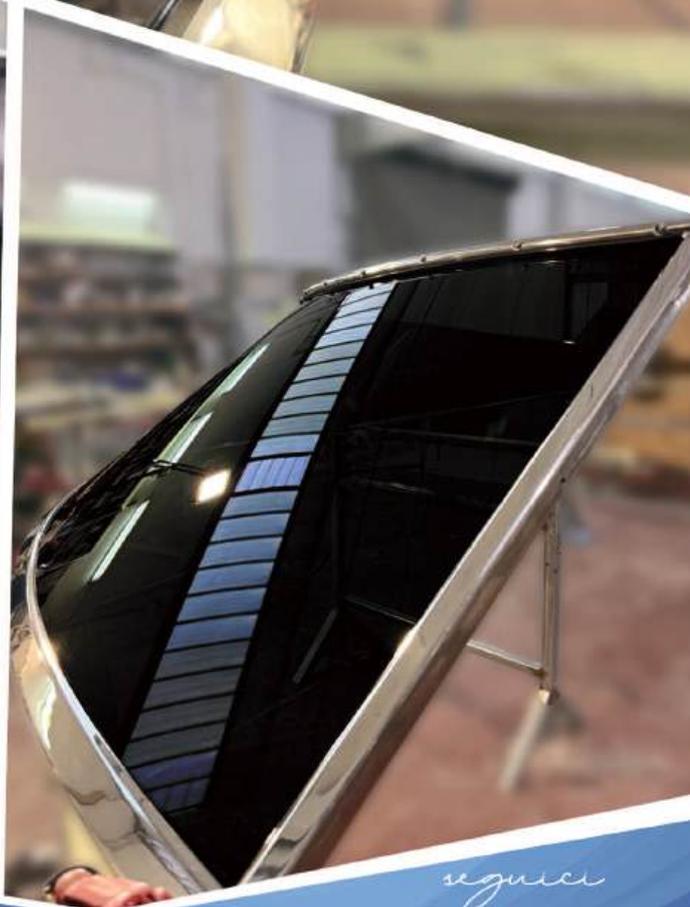
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WELLCRAFT 38 T-TOP

A CENTER CONSOLE FOR EVERY ADVENTURE

Since its official debut at the 2024 Cannes Yachting Festival, the Wellcraft 38 T-Top has continued to generate buzz: first, it won the title of “European Powerboat of the Year 2025” in the under-14-metre category, and now it’s in the running for the Best of Boats Award. As members of the BoB jury, we tested it at sea in Port Canto, Cannes, on a bright April day. Powered by three 350 horsepower Mercury V10 engines, the 38 T-Top proved powerful and responsive: a center console designed for those who seek the thrill of sporty driving, without sacrificing onboard comfort and conviviality.



In recent years, global demand for center consoles – especially models with a T-top or aimed at fishing – has seen steady growth, with annual increase rates between 7% and 8%. The main markets (North America, Europe, and Asia-Pacific) are driven by a young, dynamic, and tech-savvy clientele. But this trend is also fuelled by the extraordinary versatility of these boats, suitable for multiple uses: from pleasure boating to sport fishing, from chartering to watersports, and even scientific research and sea rescue operations. The center console layout, after all, is often designed for multipurpose use, with generous storage compartments, numerous rod holders, modular setups and plenty of relaxation space. The Wellcraft 38 T-Top fully embodies this approach,

managing to meet different needs with a multifaceted spirit that doesn't overlook style or attention to detail: onboard there's everything needed to enjoy fishing trips, family days and water adventures, all in the name of comfort and fun. The boat, officially presented at the 2024 Cannes Yachting Festival, ushers in a new generation of multi-purpose center consoles, designed for sporty owners seeking thrills at sea without giving up social areas. And indeed, liveability on board seems to take priority even over its fishing soul. The project involved big names in international yachting: Michael Peters for the naval architecture and Camillo Garroni for the exterior and interior design. Both worked closely with the creative team of the

Beneteau Group, which has owned the American Wellcraft brand since 2014. Measuring 11.69 metres in length, the 38 T-Top is not the shipyard's first foray into this market segment: the 38 Explorer was launched in 2022. Compared to its predecessor, the new 38 T-Top adopts a more open, sporty and versatile setup while retaining the same hull. Engine options remain wide: available with twin or triple outboards, the boat is offered in packages with Mercury Marine and Yamaha – the two benchmark brands in the North American market – with total power outputs ranging from 700 to 1,050 horsepower.

ON BOARD

The 38 T-Top awaits us moored at Port Canto, right where it debuted last September. At the





stern, three Mercury V10 outboards of 350 HP stand out in the elegant Cold Fusion White livery.

According to shipyard data, with alternative engine setups, the boat can easily exceed 40 knots, but in this most powerful configuration, we should be able to surpass 50 knots of top speed. We'll see if the Wellcraft 38 T-Top lives up to the promise.

In the meantime, we board from the starboard swim platform, where a walkway protected by a gate leads us directly to the cockpit. The first striking feature is the fold-down side terrace – a real first for the shipyard – ideal as a diving platform and for easy boarding.

At first glance, the layout appears more devoted to conviviality than fishing: the spacious and well-designed area is furnished with two opposing L-shaped sofas that can be transformed into a practical dinette with the addition of a table. On closer inspection, however, features designed for the most demanding anglers emerge: there are three rod holders on the transom and six more on the

aft-facing T-top; the sofa along the transom folds away to clear space for fishing operations; and under the seats are a live well, a fish box and ample storage for gear. In line with the project's versatile nature, a towing hook has also been installed on the T-top, ideal for watersport enthusiasts.

The solution adopted for the galley is also surprising: it is not integrated behind the helm station, but split into two distinct areas – the starboard side features a cooktop, customisable to the owner's preferences, while on the port side are the fridge and sink. On one hand, this layout enhances the perception of space on board, but on the other, it may make cooking less practical when under way, as it requires moving across the boat. Having said that, this stylistic choice contributes to keeping the central area more open and airy, promoting freedom of movement, social interaction, and overall deck liveability.

We move on to the helm area. Behind the helm seats, practical drawers have been built in for storing

fishing gear, along with a generous compartment that can house another fridge or an ice-maker. Protected by the T-top and a wraparound windshield, the helm station includes three independent seats with bolster systems, allowing the boat to be steered comfortably while standing or sitting, also using the footrest step.

The helm is well laid out: on the left is a wireless smartphone charger, at the center the steering wheel, the on/off switches and two 16" Garmin multifunction displays, and on the right the throttle lever with Mercury's joystick.

Completing the setup is the JL Audio stereo system, with several speakers positioned along the bulwarks.

Upon request, the entire area can be enclosed with a 360° plexiglass closure, ideal for winter cruising, also thanks to

the presence of air conditioning. Walking along the wide side decks, we head forward, where the progressively thicker gunwales reveal an ingenious solution: they not only create room for a side locker – useful for storing cooking gas – but also provide a comfortable chaise longue on each side. The backrest integrated into the bulwark joins the C-shaped bow sofa, thus expanding the seating options. And the relaxation doesn't stop there: a double forward-facing chaise longue with armrests and cup holders is installed on the front portion of the deckhouse. Furniture modularity is another appreciated feature: the bow area can also be fitted with an electrically operated table, turning it into a dinette for six.

By adjusting the table height, the area converts into a large sunbed, seamlessly connected to the

C-shaped seating. This makes the bow a large, welcoming space, ideal for socialising and sunbathing.

A sliding door to the left of the helm leads to the belowdeck area, which is quite spacious for a boat of this size. Inside, the headroom reaches about 185 cm, while a window under the foredeck sunbed provides good natural light. On the left, a couple of steps down leads to an air-conditioned berth with a double bed. In a separate room, there is a small bathroom, complete with toilet, shower, sink and porthole.

We return to the deck to test the 38 T-Top at sea.

Time to push the throttle and see how it performs.

SEA TRIAL

We are in Port Canto, Cannes, on a bright April day, with calm seas and a light breeze.



Onboard the new Wellcraft 38 T-Top, there are seven of us, with fuel tanks filled to 100% and three 350-horsepower Mercury Marine V10 outboards. These are next-generation engines: lighter and more compact than the V8s, but with more torque and an extremely smooth power curve. Performance is always progressive, without strain, with surprising acceleration.

The pairing with joystick control and electronic trim management also ensures outstanding manoeuvrability in harbour. At 650 rpm we cruise at 3.6 knots, with a total consumption of 10.4 l/h and trim at 17%. At 1,500 rpm, we're at 8.10 knots for 30 l/h, with no change in trim. Planing begins at 3,000 rpm, when the boat reaches 18.4 knots and trim drops to 0% – a sign the hull is easily lifting onto the water. From 3,500 rpm upwards, acceleration remains steady and lively.

The ideal cruising range is around 4,500–5,000 rpm, with speeds over 30 knots, low fuel consumption and a highly precise driving feel. At 5,500 rpm, we reach 42.2 knots, while at 6,000 rpm we touch 51.9 knots, with fuel consumption of 355 l/h and trim at 22%.

Comfort and quietness remain excellent even above 40 knots. The passage over the waves is crisp but never harsh, with no vibrations and excellent wind





protection thanks to the T-top and integrated windshield. There's always a sense of total control, even during tight turns or sudden changes in direction. We reach our top speed at 6,100 rpm, with a speed of 52.4 knots and fuel consumption of 357 l/h, trim at 22%. The theoretical maximum is 6,500 rpm, but despite ideal conditions, we don't exceed 6,100. However, the thrust remains consistent, the engines show no signs of strain, and the boat stays stable and responsive even at top performance. These results are largely thanks to the hull designed by Michael Peters, built with vacuum infusion and reinforced with a monolithic stringer structure, which increases stiffness without adding weight. The hull is designed for offshore navigation, with a pronounced bow V and geometry optimised for high speeds. The result is immediately perceptible: the boat cuts through waves firmly but smoothly, maintaining stability even during sharp turns, always delivering a sense of strength and precision – even at over 50 knots.

FINAL IMPRESSIONS

The 38 T-Top delivers on all its promises – not just

in terms of speed. During the sea trial, the boat proved responsive, stable and safe at every stage of navigation, always conveying a reassuring sense of control.

We also appreciated the carefully designed layout, with versatile, well-organised spaces that combine comfort, functionality and the pleasures of open-air living. On board, smart fishing features alternate with family-friendly social areas and spaces dedicated to relaxation.

The fishing setup is optional: the “Adventure Fishing” package costs 2,610 USD (about 2,220 euros at the current exchange rate) – a relatively modest sum for those looking for a truly multi-purpose boat.

The 38 T-Top thus proves to be a well-rounded vessel, able to adapt to various uses without losing its design consistency or stylistic elegance.

WELLCRAFT 38 T-TOP

TECHNICAL SPECIFICATIONS

LOA	11,69 m
Hull length	10,75 m
Maximum beam	3,3 m
Maximum draft	64 cm
Unladen displacement (2x350 HP)	6.400 kg
Maximum power	783 kW (1.050 HP)
Fuel tank	1.006 l
Water tank	159 l
Cabins	1
Berths	4
Passenger capacity	10 (B), 12 (C)
Starting price	287.900,00+IVA
Tested boat price	422.600,00+IVA

EQUIPMENT

STANDARD

Mercury® 3x300HP V8 XL Cold Fusion White with joystick; full white hull colour; jet black stripe colour; bow thruster; aft cockpit shower with hot/cold water; exterior cockpit lights + ambient lighting in cabin; aft cockpit lights; electric trim tabs; composite T-top.

OPTIONAL

Garmin AIS 800 receiver; Garmin Fantom 18X radar; Garmin VHF 315i; Garmin Open Array Fantom 54 radar; mooring kit (4 lines and 6 fenders); bow platform with ladder; bow and stern cushions in Swan White; bow and stern cushions in Dolphin Grey; bow sunshade with carbon poles; stern sunshade with carbon poles; swim ladder for side terrace; soft T-top enclosure in Graphite colour; additional removable aft cockpit table with 2 mounting points; protective covers (bow cockpit, aft cockpit, helm station); 85-litre grey water tank (not compatible with Seakeeper); Seakeeper SK3 gyroscopic stabiliser (requires lithium batteries); navigation lights with 2 LED bars under the T-top; 4 RGB Lumishore underwater lights (2 aft, 2 side); pop-up lights at the bow and aft cockpit (4); Kenyon 115V cockpit barbecue (requires shore power or lithium battery pack with inverter); 115V microwave (requires shore power or lithium battery pack with inverter); 20-litre stainless steel drawer fridge in the aft cockpit; 16,000 BTU air conditioning; teak decking for cockpit, swim platforms and side terrace.

CONDITION ON TEST

Location	Port Canto, France
People on board	7
Water and sea condition	calm sea and e light wind
Fuel volume on board	1.006 l
Water volume on board	0 l

ENGINE

Outboard	3 Mercury V10 da 350 HP
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CRUISING SPEED

22,3 | **3.500** | **110**
knots | rpm | l/h

NAVIGATION DATA

RPM	SPEED knots	TOT. CONSUMPTION l/h	TRIM %
650	3,6	10,4	17%
1.000	5,5	18,2	17%
1.500	8,10	30	17%
2.000	9,1	55,7	17%
2.500	11,3	67	17%
3.000	18,4	98,7	0%
3.500	22,3	110	5%
4.000	29	132	11%
4.500	34,5	163	14%
5.000	38,6	210	20%
5.500	42,2	299	22%
6.000	51,9	355	22%
6.100	52,4	357	22%

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MV MARINE MITO 40

POWER AND COMFORT WITHOUT COMPROMISE

by Luciano Pau



A boat designed for long-range cruising, with no trouble tackling the sea. Onboard comfort both day and night, thanks to a mix of spaces that meet everyone's needs, and the possibility of fitting it with up to 1,350 HP for high performance. This is the Mito 40.



WATCH THE VIDEO



Talking about MV Marine, where MV stands for Motonautica Vesuviana, is like retracing the history of RIBs in the 1990s. It's talking about the passion for inflatable boats that a certain Vincenzo Nappo has had always. Back when he worked as a freelance professional in civil engineering, he loved to spend his free time at sea with a group of well-known inflatable boat enthusiasts.

But being an engineer, used to spotting flaws and fixing them, Vincenzo Nappo began to see opportunities to improve certain elements in order to make navigation more pleasant for everyone, not just for himself. So in 1994 he decided to found Motonautica Vesuviana, based on

innovative technological principles, to turn what were then simply called "inflatables" into little floating jewels. The company's focus has always been on onboard comfort, even in rough seas, and on enabling nautical camping, a passion of the engineer. It took nearly four years before the first prototype of a rigid inflatable was unveiled to the public in 1998 (it was the MV 700), but since then the shipyard hasn't stopped. Many changes have taken place over thirty-one years, from the headquarters to the machinery, including the 2004 purchase of one of CMS's first numerical control centers, as well as the adoption of resin infusion and RTM processes, with production

gradually adapting to these innovations. In 2010, the Mito line was launched, a series created to take another leap forward in the large RIB sector. That's when MV Marine inflatables became true cabin-equipped boats designed for long-distance journeys in any sea condition, with the possibility of overnight stays in dedicated spaces. A turning point that led the shipyard to win the prestigious "Inflatable Boat of the Year" award in 2015 with the Mito 45.

Today, the Mito series includes 5 models, ranging from the 8.65-meter Mito 29 to the 13.50 meter Mito 45, the current flagship. We went to Ostia (Rome) for the Honda press

meeting to introduce the new BF300 V8 engines, to test the model just below the flagship: the Mito 40. Here it is, with all its glory.

Let's start with the technology, which — as mentioned — has long used the infusion system for resin application, offering greater precision and ensuring that every model coming out of the mold is virtually identical. Not only that, infusion also reduces resin waste and vapor's emissions into the air, and the resulting components are lighter and stronger.

When we come to the fabric they used the top-of-the-line Pennel & Flipo 1,670 dtex. The tubes are made with 8 watertight compartments, each one with its own low-profile valve, and feature varying diameters (stern/bow), ranging from 68 to 52 centimeters.

The overall weight of the boat, without engines, is around 4,000 kilograms.

Various color options are available. The standard version features a white hull and deck, tubes in Military Grey and White with Grey inserts, logos in White or Military Grey, and upholstery in White or Biscuit. But for those who want a custom look, the





optional list offers plenty of personalization. The boat we tested is packed with accessories, many of them optional, such as the T-top over the helm area. Still, there's plenty of standard equipment, including some pleasant extras: outdoor table, separate bathroom with WC, bow roller with electric windlass, 90-liter fridge, hydraulic steering, and Evoteak cockpit flooring. Now let's take a quick tour on board.

We start at the bow, where the fiberglass platform supports the electric windlass and the stainless steel anchor roller. This is a walkaround deck, and to reach the cockpit you walk around the deckhouse along side passages covered in synthetic teak. The deckhouse is entirely occupied by a sunpad with an inclined top and two built-in headrests. At the base of the cushions is a hatch that brings light and air to the cabin below and the chain locker.

Entering the cockpit, shared between the helm station and the dinette, the standout feature is the large U-shaped sofa, interrupted at the aft right corner by steps leading to the engines and aft sunpad. Where it is a second sunpad



here, which sits over a large storage locker.

The cover opens with an electro-hydraulic system, and this space can optionally be converted into a second sleeping cabin, accommodating two to three people for a family holiday or trip with friends. Also the underside of the locker lid cleverly houses the outdoor table — fixed in a smart, stable, and accessible way without cluttering other storage.

Further aft are the structural swim platforms, one of which is equipped with a retractable swim ladder and shower.

Back at the helm station midship, the seats are double bucket-style with flip-up front cushions.

They're mounted on a base of the sink at the back and, optionally, a stove. Below are two refrigerators—one standard, one optional. The console has sleek highly functional sleek lines, with surfaces designed to accommodate the compass, engine instruments, MFD, switches, radio, twin throttle controls, and joystick.

The electrical system switches

are neatly built into the inclined front panel. A low-profile windshield comes as standard; a higher one is optional. As mentioned, this unit features a T-top with the stereo speakers, lights, and antennas.

Its sporty design adds a touch of style while offering useful sun protection.

Now it's time to go below deck. I slide the acrylic door beside the helm and take a look inside.

Immediately visible is the switch panel to the left, the ventilation porthole, and, deeper in, the double bed for two or three people. The space is enriched with a wall mirror and spotlights, plus windows for natural daylight. Two drawers at the bed base provide storage for clothes or personal items.

The other separate space to the right of the entrance is the bathroom, equipped with a marine WC, sink, mixer tap, mirror, and shower. Everything you need is here!

SEA TRIAL

Now it's time for the water test

— a chance to gauge the power and punch of three new-generation Honda outboards. These are the BF300 V8s, derived from the BF350 V8, engines built for the sea, extremely high-performing and relying on ECOMo technology to optimize fuel use within a defined rpm range. Eight powerful quiet cylinders, large in size but well-matched to the boat, thanks also to their Grand Prix White livery, which is in harmony with the fiberglass gelcoat. The sky is overcast, a light breeze is heralding a front expected in the coming days, and the sea is calm at test time. There are three people on board, 240 liters of fuel out of a 800 capacity available, and 50 liters of water out of a 230-liter, plus standard safety equipment and, of course, the T-top.

Ready? Let's go.

As I engage the electronic iST controls, the engine response is immediate, and in just 3.5 seconds we're on plane.

The overall weight with engines is likely to be around 5.5 tons,





barely noticed by the the outboards. Planing is maintained down to about 14 knots at 2,200 rpm. Navigation is smooth and fun, and the more you push the electronic throttles, and pressed into the seatbacks — we have the clear proof of the boat's exuberance.

At 3,000 rpm ECOmo kicks in, so I check the console display to assess the performance-to-consumption ratio. The analog readout shows 20 knots and a total fuel burn of 104.4 liters/hour.

That may seem a lot, but divided by the three engines it equals 34.8 liters/hour per engine. However, this is an intermediate value, because at 3,500 rpm, just 500 rpm more, speed jumps to 32 knots from 20, yet fuel consumption stays practically the same at 35 liters/hour per engine, totaling 105 liters/hour. Consumption climbs to 56.4 liters/hour per engine at 4,000 rpm with a speed of 35.5 knots.

From there, ECOmo disengages. I raise the trim to 25%, the hull lightens, and speeds rise first to 42, then 46, and finally to 49 knots—top speed reached at 5,200 rpm, with a fuel consumption of 105 liters/hour per engine, totaling 315 liters/hour. There are still nearly 800 rpm to go, suggesting propellers may still need fine-tuning. And don't forget — this setup is still 450 horsepower short of the maximum allowed!

As for the RIB's handling, there's not much to add. It's a boat that feels safe and well-protected.

Built with care, featuring well-placed details, a solid helm setup, and controls at your fingertips.

The deck stays dry, even when I make sharp turns before quickly regaining course.

I pass again over the sea wave done by me, testing the bow and shoulder impacts — but no splash reaches us.

The engines confirm the product's quality.

Obviously, if you run them at full speed, fuel consumption will be high.

But if you manage to stay within ECOmo range, things look a lot better.

MV MARINE MITO 40

TECHNICAL SPECIFICATIONS

LOA	12,14 m
Overall beam	3,86 m
Internal beam	2,50 m
Watertight compartments	8
Tube diameter	0,68/0,52 m
Passenger capacity	16
Maximum power	1.350 HP
Unladen hull weight	4.000 kg
Fuel tank	800 l
Fuel tank	230 l
CE certification category	B
Hull price starting from	€ 245.500,00 + VAT
Price of Honda BF300 V8	€ 34.233,00 + VAT

EQUIPMENT

STANDARD

Outdoor table; forward cabin fitted in laminated wood with double bed, wardrobe, settee and lighting; low-profile windshield; separate bathroom with WC; fiberglass bow roller with electric windlass, anchor and chain; pilot and co-pilot seats; console with sink and 90-liter fridge; dinette with sofa and aft sunpad; full closed-cell foam upholstery set; locker lid with hydraulic pistons; hydraulic steering with twin cylinders for engine; 800-liter fuel system; 12V electrical system with controls on the helm station; 230-liter freshwater system with autoclave and shower head; black and grey water system; external shower; compass; portholes; cleats; stainless steel swim ladder; stainless steel handrails; courtesy and navigation lights; cockpit with Evoteak; manual retractable gangway; inflator and paddles; repair kit; standard white hull color; standard tube color Military Grey/White; standard upholstery color White or Biscuit; Grey inserts and logos in White or Military Grey.

OPTIONAL

Composite T-top; tall windshield; second 75-liter fridge; two-burner stove; bathroom furnishings; 220V battery charger system; 220V electric inflator system; aft cabin fitting; hot water system with boiler; A/C for forward cabin; autopilot; flaps with electric actuators; chain counter with electric windlass; electrically adjustable pilot and co-pilot seat; stereo system with remote control; underwater LED light at stern; chaise longue with electric adjustment.

CONDITION ON TEST

Location	Ostia (Rome)
People on board	3
Weather and sea conditions	overcast sky, light breeze and calm sea
Fuel volume on board	240 l
Water volume on board	50 l

ENGINE

Outboard	3 Honda BF300
Propeller	3-blade stainless steel, 21" pitch S/S

CRUISING SPEED

32 | **3.500** | **105**
knots | rpm | l/h

NAVIGATION DATA

RPM	SPEED	TOT. CONSUMPTION	TRIM
	knots	l/h	%
650	4	8,4	0
1.000	6	15	0
1.500	8	30	0
2.000	11	51	0
2.200	14	52	0
2.500	15	76,8	0
3.000	20	104,4	25
3.500	32	105	25
4.000	35,5	169	0
4.500	42	207	50
5.000	46	300	50
5.200	49	315	

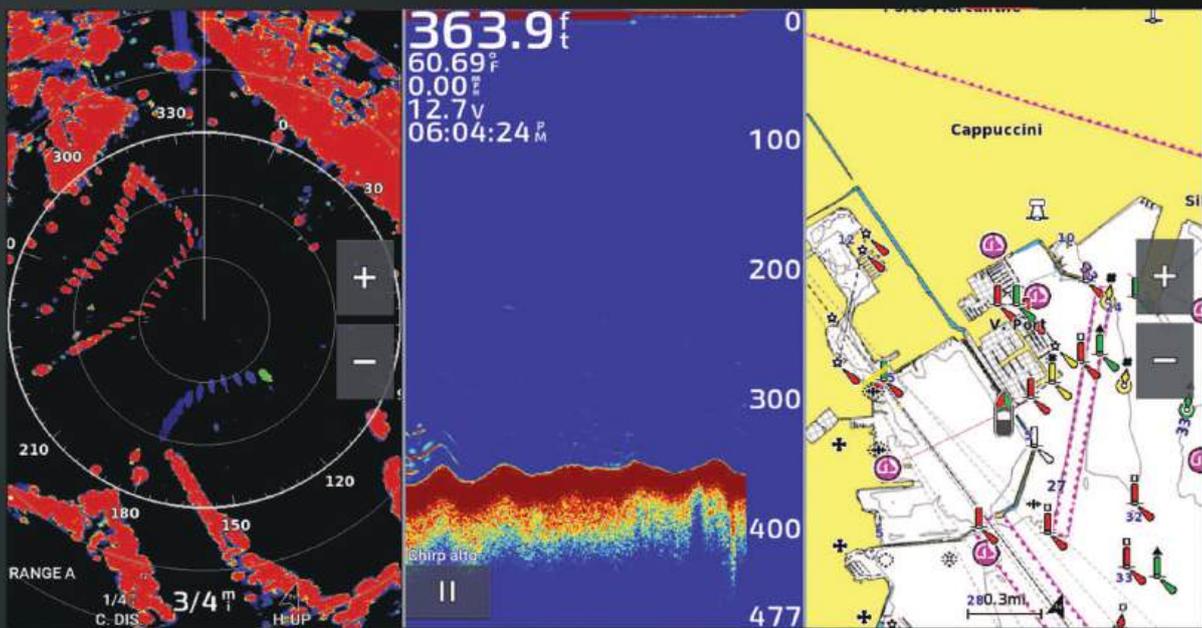
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SANLORENZO SX120

With a length of 36.6 metres and a gross tonnage of 270 GT, the new Sanlorenzo SX120 is the largest model in the SX line, which combines the features of flybridge motoryachts with those of explorers. Designed in collaboration with Zuccon International Project for the exterior lines and Piero Lissoni for the interiors, the SX120 will debut at the Cannes Yachting Festival 2025 as a new icon of contemporary yachting. Among its standout features is the impressive beach area, which can be extended up to 70 sqm thanks to fold-down side terraces. The retractable pool integrated into the sunpad represents a cutting-edge technical and stylistic solution. The layout includes four decks and an optimized distribution of space: the aft cockpit is completely open, while the full-beam owner's suite at the bow of the main deck has private access to an outdoor lounge area. The flybridge transforms into a Sun Deck with Smart Island and modular seating that can be

configured according to the owner's needs. The interior design reflects an essential and refined style, featuring ribbed wood, steel-effect inserts and ceramic materials in the bathrooms.

The heart of the innovation lies in the propulsion system: the SX120 is the first superyacht equipped with the new Volvo Penta IPS Professional Platform, featuring four 1,000 HP engines. The system is ready for integration with hybrid energy sources and ensures reduced fuel consumption, lower emissions, and greater efficiency, thanks also to Eco Mode and the SCR exhaust gas treatment system. With a top speed of 23 knots and a range of 2,000 nautical miles at economical speed, the SX120 represents the perfect balance of performance, comfort and sustainability. A true "floating villa" that redefines the boundaries of next-generation yachting.

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COLUMBUS ATLANTIQUE 47

The new Columbus Atlantique 47M M/Y Acqua Chiara is one of the most intriguing proposals among the latest generation of displacement superyachts. Designed inside and out by Hot Lab and developed in collaboration with the Columbus Yachts naval engineering team, this 47-metre yacht with a steel hull and aluminium superstructure stands out for its fluid lines and balanced proportions, with a total volume of 499 GT. The exterior design features a low, sleek profile, with a pronounced central hull opening and a stern arranged over three functional levels: a covered dining area, a living space with pool and fold-out balconies, and a beach platform with transformer just

50 cm above the water. Sailing-inspired, the design highlights clean lines and a constant connection with the sea. The interiors combine classic elegance with contemporary details, using Vetrite and Sicis mosaics, burnished metals and custom furnishings. The main salon is defined by white sponge sofas, Fendi furniture, and natural oak wood details, for a result with strong visual and aesthetic impact. The owner's cabin forward on the main deck features a spacious walk-in wardrobe, a bathroom with hammam and bathtub, and high-end finishes. Onboard accommodations include four guest cabins and four crew cabins, plus the captain's cabin

on the upper deck. The decks are arranged to offer maximum liveability: two pools, large lounge areas, indoor and outdoor dining rooms, and a cinema area. The floor-to-ceiling windows create "seaside terrace" style environments. Propulsion is provided by two 1,350 HP engines, for a top speed of 15.5 knots, cruising speed of 14.5 knots, and a range of 3,400 nautical miles at 12 knots. M/Y Acqua Chiara embodies Columbus's vision of a yacht where harmony, design and functionality come together in an elegant and timeless sailing experience.

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ARCADIA A80NEW

Arcadia Yachts is unveiling the new A80new in a world premiere at the Cannes Yachting Festival. This 24-meter yacht marks a turning point for the Campania-based shipyard. The first Raised Pilot House (RPH) model in the range, the A80new has been designed to ensure a prolonged, sustainable, and deeply immersive cruising experience. The design emphasizes freedom and a connection with nature, without compromising on comfort and liveability. On board are five cabins, including a master suite located on



the main deck — a rare solution in this category. The 80-square-meter upper deck and smart space distribution provide private areas for guests and crew, ensuring both privacy and functionality. From a technical standpoint, the A80new is equipped with high-efficiency solar panels that power onboard services, reducing generator use. The naval architecture is designed for stable and sustainable cruising, with speeds between 13 and 15 knots and special attention to protecting the marine environment, particularly *Posidonia oceanica*.

ARCADIA YACHTS

www.arcadiayachts.it

ABSOLUTE 70 FLY



With an overall length of 21.51 meters, the new Absolute 70 FLY represents a perfect blend of style, functionality, and technology. The architecture enhances the continuity between interior and exterior spaces thanks to large windows, open gunwales, and integrated lighting that creates welcoming environments at any time. The saloon features a sliding side glass door, which expands the space and encourages connection with the marine environment. The cockpit, complete with wet bar, refrigerator, and LED lighting,

is designed for maximum liveability. The spacious and versatile flybridge is equipped with a hard top, crystal railings, and a dining area with outdoor kitchen. The ergonomic helm station allows for intuitive maneuvering while enabling conversation with guests. An innovative vertical-sliding stern platform simplifies access to the water and serves as a multifunctional space. Below deck, the full-beam master and VIP cabins offer generous volumes and high-end finishes. The modular guest cabins complete a layout designed for comfort and privacy.

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RACKS STOCCAGGIO
A SECCO, CABINE MODULARI
FISSE, RETRATTILI A PANTOGRAFO
SU BINARI O RUOTE PER
STOCCAGGIO E VERNICIATURA

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CANTIERI DI BAIA ATLANTICA 84

Cantieri di Baia unveil the new Atlantica 84 in a world premiere at the 2025 Cannes Yachting Festival. The natural successor to the Atlantica 78, this 25.88-meter yacht combines high performance with contemporary design. Its planing fiberglass hull, powered by two MTU engines delivering a total of 2,638 HP, enables speeds up to 52 knots. The Arneson drive system and Rolla propellers ensure efficiency and stability. Designed by Carlo Galeazzi, the open layout seamlessly integrates the cockpit and saloon with a sliding door, while the sport bridge enhances the main deck. The interiors feature four spacious cabins, including a centrally located owner's suite, all crafted to provide maximum comfort and privacy.



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www.baiayacht.com

VANDUTCH 75



The new VanDutch 75 makes its world premiere at the 2025 Cannes Yachting Festival, marking a new era for the brand under Cantieri del Pardo's leadership. This 22-meter yacht is a coherent evolution of VanDutch's iconic identity, blending the formal minimalism of open boats with cutting-edge functional and stylistic solutions. The exterior design preserves the signature low profile and clean geometry, enhanced by integrated features like a carbon hard-top and a concealed anchor.

The spacious 45 sqm cockpit, equipped with transformable furnishings and a full Fenix kitchen, is designed for outdoor conviviality, featuring automotive-inspired seating that previews the interior style. Noteworthy technical innovations include direct access from the cockpit to the bow through a door integrated into the windshield, a teak deck with white seams, and the use of marine-grade stainless steel throughout the hardware. Interiors, crafted by BurdissoCapponi Yachts & Design, offer a three-cabin layout with an open-plan dinette and American-style kitchen. The two available trims, "Cool" and "Smooth," provide distinct ambiances, both reflecting refined material research and a fresh stylistic coherence. With a top speed of 40 knots and propulsion options up to three Volvo IPS 1,350 engines, the VanDutch 75 introduces a "family identity" destined to shape the brand's future: signature details like lacquered headliners, track lighting, and decorative portholes define this new VanDutch chapter.

VANDUTCH

www.vandutch.com



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PEARL YACHTS 63

Designed to stand out in the competitive 60-foot segment, the new Pearl 63 introduces refined design solutions that make it one of the most complete models in its category. A direct evolution of the award-winning Pearl 62, from which it inherits the functional philosophy and simplified handling, the 63 redefines the concept of a family cruiser with greater attention to space, technology, and livability. The new cockpit layout includes two fold-down side balconies and convertible tables, creating an open area to the



sea that enhances comfort and conviviality. The flybridge, accessed via a side ladder, offers a space equipped with a retractable hard-top, wet bar, barbecue, and sunbathing area. The bow deck is also utilized with a modular lounge area and optional Bedouin-style protection. The interior design, by Kelly Hoppen CBE, offers four stylistic variants and spaces flooded with light thanks to the new hull glazing. On board, there are four cabins for eight guests, including a full-beam master with independent access and private bathroom. The open-space living area includes a fully equipped kitchen, dining area, and panoramic lounge. The propulsion features three IPS Volvo Penta configurations (1,050, 1,200, and 1,350), with performance up to 33 knots. The aft garage houses a Williams tender or a jet ski; alternatively, it can be configured as a crew cabin.

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SIRENA 60

The new Sirena Yachts model will replace the Sirena 58, launched in 2018, and will make its debut at the Cannes Yachting Festival. Compared to its predecessor, the Sirena 60 offers more space for relaxation and storage of luggage and equipment. The aesthetics have also been updated: the lines, originally designed by Frers Naval Architecture & Engineering, have been elegantly revised by the shipyard's in-house design team, preserving distinctive features such as the vertical bow, the large bathing platform, and the striking contrast between the dark glazed surfaces and the glossy white hull sides.

Among the novelties, the foredeck layout stands out, boasting wider seating with trendy dark gray upholstery and a folding table. The sunbathing area, thanks to a folding backrest, provides additional seating that transforms the space into a true dinette or a cozy conversation area.

The flybridge has also undergone a thorough

restyling: the helm station and pilot seats feature a more modern design, while the bar cabinet is enhanced with a refined Corian countertop. For guest comfort, the sunpad has been equipped with a new adjustable headrest. The result is a convivial environment, ideal for socializing, sheltered from the sun and with breathtaking views.

Below deck, space optimization has allowed the kitchen to be enlarged, now offering larger work surfaces and raised cabinets, along with the possibility to install a wine cellar.

The living room benefits from even larger windows, allowing more natural light. The interior layout includes three cabins: a full-beam master amidships, a VIP forward, and a third cabin with single beds that can be converted into a double.

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FERRETTI YACHTS 800

The Ferretti Yachts 800 completes the renewal path of the range that began in 2018. This yacht combines comfort, style, and functionality in 24.47 meters of length overall and 5.91 meters of beam. Designed in collaboration between the Product Strategic Committee, chaired by Piero Ferrari, and the Ferretti Group's Engineering Department, it offers innovative solutions for living at sea. The 40 sqm flybridge, among the largest in its category, hosts a dining area, a bar, and a panoramic helm station. Large windows, a beach club with a glass balustrade, and a kitchen



separate from the living area define the refined layout. The interiors, designed by Ideaeitalia, guarantee elegance and independent routes for guests and crew.

FERRETTI YACHTS

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ABSOLUTE NAVETTA 62

The Absolute Navetta 62, measuring 21.51 meters, combines elegance and high performance. The exterior spaces are spacious and modular, featuring a bright cockpit and a panoramic flybridge equipped for relaxation and entertainment. The interiors are refined, with high-quality furnishings and full-height gathered curtains. The cabins represent true luxury: the forward master cabin boasts a king-size bed, ample storage space, and fine finishes. The VIP and guest cabins offer comfort and privacy, creating a serene atmosphere ideal for long voyages.



ABSOLUTE

www.absoluteyachts.com

APREAMARE GOZZO 48 CABIN



Apreamare presents the new Gozzo 48 Cabin, the flagship of the Gozzo range and a synthesis of Mediterranean tradition, design innovation, and artisanal craftsmanship. Resulting from the collaboration between Cataldo Aprea, Marco Casali (Too Design), Umberto Tagliavini (Marine Design), and the in-house Technical Office, the 48 Cabin embraces the philosophy of the classic gozzo, reinterpreted in a modern key.

The deck, developed in a walkaround configuration, is designed to enhance outdoor

livability and usability. At the stern, the cockpit features a relaxation area with sunbed, L-shaped sofa, and adjustable table (manual or electric retractable), while at the bow there is a second lounge area with facing seats. The hard-top provides partial protection while maintaining contact with the outside. Inside, natural light is enhanced by large windows and the interiors are finished with precious materials such as solid wood, fine leathers, and selected fabrics. The layout includes a dinette with U-shaped sofa and a fully equipped kitchen, larger than the average in its category. The helm station is integrated into the living area with an electric transformable seat. Below deck, two or three cabins are available, two bathrooms with separate shower boxes, and optionally, a crew cabin accessible from the cockpit.

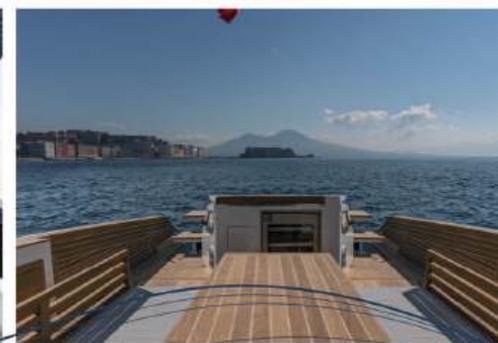
The deep-V variable geometry hull, designed by Tagliavini, ensures stability and comfort even in rough seas. The propulsion offers two Volvo Penta IPS 700 or 800 engines, with the traditional shaft line version with Volvo Penta 600 HP engines available on request.

APREAMARE

www.apreamare.it

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MAXIM YACHTS MAX 43 COMFORT

The new Max 43 Comfort by Maxim Yachts is a high-performance and refined day cruiser, designed to combine functional versatility with Mediterranean style.

Entirely developed in Barcelona by designer Alex Cherigny, with engineering handled by the Isonaval studio, this model will be unveiled at the Cannes Yachting Festival. With a length overall of 13.07 meters and a beam of 3.80 meters, the Max 43 Comfort is built to offer space and dynamic navigation.

The lightweight and optimized hull enables a top speed of 42 knots, while cruising speed is around 25 knots, thanks to propulsion by two Volvo Penta D6 DPI engines of 440 horsepower each. The boat is certified to carry up to 12 people, ensuring comfort even for large groups. The main deck is designed for

maximum space utilization, featuring a central area that integrates two folding tables and four sofas, one of which includes a pull-out refrigerator. The helm area, made of carbon fiber, houses four seats, two Garmin 16" displays, and 11 analog instruments, all under a wide and aerodynamic hard-top, also composite.

Two sunbathing areas, fore and aft, provide ample space for relaxation. In particular, the aft platform features foldable side panels that extend the surface by 50 cm on each side, improving accessibility and usability onboard. Midships, the outdoor kitchen is equipped with a ceramic cooktop, sink, and two refrigerators, with provisions for additional refrigeration units and an ice maker.

The adjacent dining area is configured with double tables

and side benches. Below deck, the Max 43 Comfort includes two double cabins finished with quality materials such as Linetex, contributing to bright and elegant environments.

The predominant interior color is chalk white, chosen to amplify the sense of space.

Amenities include two bathrooms with separate showers and tanks for 300 liters of fresh water and 72 liters of black water, as well as a 1,250-liter fuel tank for extended range.

The Max 43 Comfort represents a synthesis of craftsmanship, innovation, and performance, proving ideal for those seeking a modern, fast cruiser suitable also for medium-range cruising.

MAXIM YACHTS S.A.

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OMIKRON YACHTS OT-60

Omikron Yachts, the Greek brand of Olympic Marine, returns to the 2025 Cannes Yachting Festival with its acclaimed OT-60, internationally award-winning in 2024. This 18.4-meter yacht combines the charm of traditional Mediterranean cruising with the comfort and efficiency of a modern motor yacht, offering a new interpretation of relaxed and sustainable cruising. Designed by expert Juan Kouyoumdjian, the Eco-Cruise hull is engineered to optimize fuel consumption and ensure quiet, stable navigation.



At a cruising speed of 8 knots, the OT-60 can cover up to 1,000 nautical miles with a consumption of only 1.25 liters per mile, thanks to two 150 HP Yanmar engines, also available in a more powerful version. The focus on efficiency translates into a serene navigation experience, similar to a sailing boat but without the inconveniences of the rigging. The exterior and interior design, curated by Lorenzo Argento in collaboration with Ciarmoli Queda Studio, enhances the vessel's spaciousness. The main deck features large 360-degree windows that ensure natural light and ventilation, while the spacious cockpit, protected by a hard-top, guarantees comfort and a seamless connection between interior and exterior. Below deck, the OT-60 offers two configurations with three or four cabins, all with private bathrooms, and bright, open common areas, including a modern kitchen by Miele and an integrated dining area. The owner's suite, with ample space and brightness, represents a true haven of relaxation. Built with advanced materials such as carbon fiber and lightweight composites, this yacht is designed for durability with a reduced environmental impact. Certified CE category A/12, the OT-60 expresses a refined combination of elegance, innovation, and sustainability in the luxury motor yacht segment.

OMIKRON YACHTS

www.omikronyachts.com

BENETEAU SWIFT TRAWLER 37



Beneteau presents the Swift Trawler 37, available in Sedan and Flybridge versions. Completely redesigned, it offers modern lines, reverse windshield, and improved visibility. The Flybridge version features an elevated helm station with a U-shaped seating area, while the Sedan offers a practical roof-space. Bright interiors include a U-shaped kitchen, master cabin, and en-suite bathroom. Powered by Yanmar 400 or 440 HP engines, it guarantees a range of 350 miles at 8 knots, thanks to an 800-liter fuel tank.

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AIATA WAYFINDER 38 SUNTOP

Aiata, a new nautical brand from the Turkish Anadolu Group, debuts at the Cannes Yachting Festival with its innovative Wayfinder 38 model in the Suntop version. Designed by renowned Finnish designer Jarkko Jämsén, this 38-foot walkaround combines minimalist lines with advanced functionality, offering a perfect balance between aesthetics and performance. The Wayfinder 38 Suntop stands out for its sleek profile and wide bow, designed to ensure smooth navigation even in challenging conditions.



The Suntop configuration features a partial canopy that provides sun protection without sacrificing the open and free feeling typical of a day cruiser. One of the strengths of the Wayfinder 38 is its innovative modular system, which allows complete customization of onboard spaces. This modularity enables owners to quickly transform the boat, adapting it to different needs — from family cruising to sportfishing — in a short time and with ease. Such flexibility represents a significant added value in today's market, increasingly oriented toward versatile boats. The boat offers generous spaces, with a layout optimized for outdoor living. The main deck is spacious and well-distributed, promoting conviviality and comfort for guests. The materials used for the interiors and finishes are of high quality, reflecting Aiata's artisanal care. The combination of efficient design and advanced engineering gives this model high-level navigation performance.

AIATA

www.aiataboats.com

FABBRO YACHTS F45



Fabbro Yachts F45 is a 13.2-meter day cruiser available in two versions: Cabrio and Coupe. Both offer high performance, with a top speed of 37 knots in the Cabrio version.

The helm area is equipped with a dual 16" Garmin display and joystick for precise and safe maneuvers. The interior includes three spacious double cabins and a full bathroom. The optional hydraulic platform facilitates water access, while the customizable wet bar is ideal for onboard entertainment.

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AQUILA 46 YACHT

World debut at the 2025 Cannes Yachting Festival for the Aquila 46 Yacht, the new motor catamaran from the Explorer line by Aquila Power Catamarans. With a length overall of 14.36 meters and a beam of 7.10 meters, the 46 Yacht is designed to offer maximum comfort on board: the immediately striking feature is its spaciousness. The standard layout includes three large double cabins, each with a private bathroom.

The owner's cabin, located in the starboard hull, spans the full beam and

features a central king-size bed, a study area, and a separate toilet. The other two cabins are symmetrically distributed in the two hulls, amidships. Alternative configurations with four and five cabins are available, ideal for charters or large family groups.

The common areas reflect an American taste, with a kitchen overlooking the aft cockpit, a fully equipped wet bar, a flybridge with hard-top, and a sun deck. The bow cockpit is accessible directly from the flybridge via a central passage, facilitating movement on board and conviviality.

Technically, the displacement is 20.7 tons, with fuel tanks of 1,800 liters and fresh water tanks of 800 liters, ensuring autonomy even for extended cruises. Available engines range from 2x320 HP (Volvo D4) to 2x550 HP (Yanmar), with the top Volvo D6 480 HP configuration capable of reaching 21 knots.

Built with attention to detail, high-quality materials, and a strong focus on efficiency, the Aquila 46 Yacht represents a perfect synthesis of style, space, and performance.



FC-YACHT

www.fc-yacht.it

BENETEAU GRAN TURISMO 35



The Beneteau Gran Turismo 35 is an elegant and high-performance express cruiser, measuring 11.29 meters in length. Equipped with an Air Step® hull, it ensures rapid planing and stability. Powered by two Volvo D4 engines of 300 HP each with sterndrive transmission, it reaches speeds up to 35 knots. The cockpit features a U-shaped sofa, sunbathing area, and wet bar. The interiors are well organized with two cabins, a fully equipped kitchen, and a separate bathroom

with shower. An electric sunroof and joystick maneuvering system complete a boat perfect for sporty cruising, ideal for those seeking practicality and comfort on board.

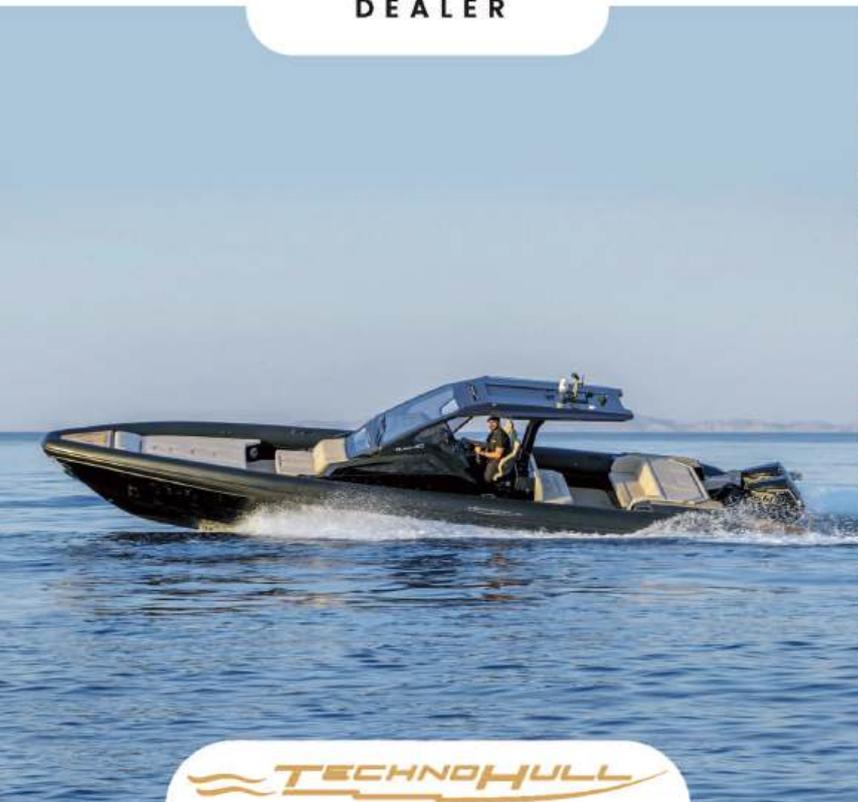
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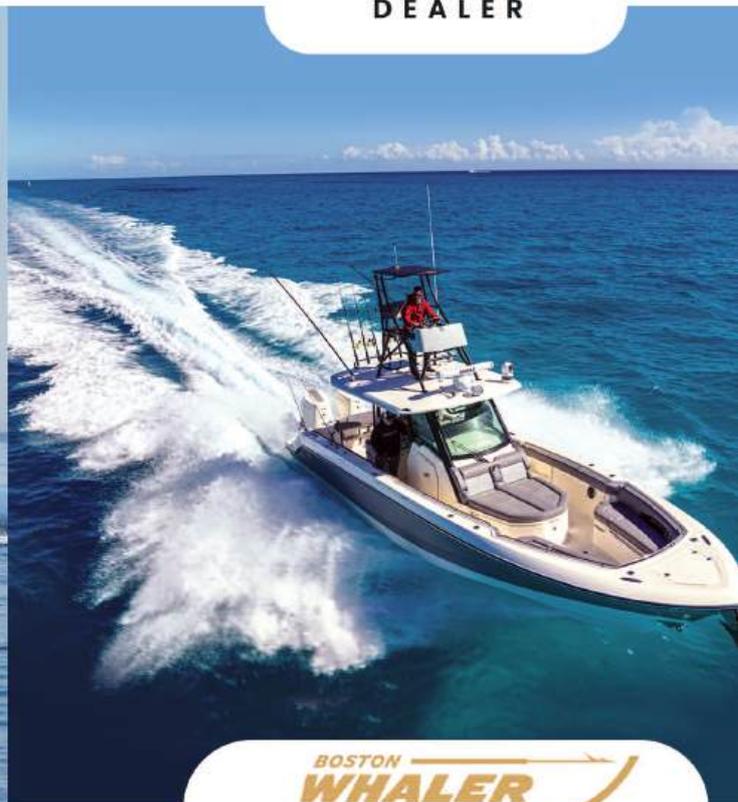


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QUICKSILVER ACTIV 605 CRUISER

The Quicksilver Activ 605 Cruiser represents an evolution in the compact recreational boat segment, offering smart solutions for day cruising and family outings. With a length of 6.02 meters and a beam of 2.34 meters, this model ensures an optimal balance between compact dimensions and functional living spaces. The fiberglass hull and superstructure are designed to guarantee strength and lightness, with sleek modern lines that enhance navigation performance and provide an elegant aesthetic. The modular cockpit easily



transforms from a relaxation area to a dining zone, thanks to U-shaped seating that can be converted into a sunbed or a platform for water access, optimizing every available square meter. Below deck, the cabin accommodates two people overnight, thanks to a berth created from the seating. The interior ergonomics are designed to ensure comfort and practicality, with ample natural light and quality finishes. The engine supports a maximum power of 150 HP, ideal for those seeking agility and low fuel consumption. The enlarged fuel tank allows for extended outings without compromises. The Quicksilver Activ 605 Cruiser thus positions itself as a versatile and refined choice, perfect for those who want a small boat without sacrificing comfort and functionality.

QUICKSILVER BOATS

www.quicksilver-boats.com

INVICTUS YACHT ST550 E TT550



Invictus Yacht presents its new flagships, the ST550 and TT550, both 16.87 meters long, in a world premiere at the Cannes Yachting Festival 2025. These two models combine Italian design, innovation, and high-quality craftsmanship. The ST550 is a contemporary shuttle that redefines the concept of space: elegant lines, fine materials, and sophisticated interiors for an exclusive and relaxing cruising experience.

The TT550, on the other hand, represents

the sporty evolution of the TT range: a full open layout, carbon fiber hard-top, and foldable side terraces to fully enjoy the sea in true Mediterranean style. The new color combinations enhance the dynamic character of the boat. Two yachts different in spirit but united by the Invictus DNA and the unmistakable signature of Christian Grande. With these new models, the shipyard celebrates ten years of success, reaffirming its commitment to innovation.

INVICTUS YACHT

www.invictusyacht.com



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ITAMA 54

With an overall length of 16.44 meters and a maximum beam of 4.73 meters, the Itama 54 marks the brand's return to the open cruiser segment between 50 and 59 feet. Designed by the Ferretti Group Product Strategic Committee, in collaboration with the in-house engineering team and designer Tommaso De Luca, the boat combines Itama's signature essential style with innovative solutions. Among these, notable features include the recessed bow sunpad, the transom



inclined outward, and continuous hull-side windows that update the profile with a modern touch.

The main deck offers a double cockpit with two C-shaped sofas for ten guests and a helm station with a floating dashboard. Below deck, the layout includes two cabins, two bathrooms, a kitchen, and a dinette.

The propulsion options include two MAN i6 engines with 730 or 850 horsepower. A model that highlights the soul of Itama: Mediterranean elegance, sporty style, and high-level performance.

ITAMA

www.itama-yacht.com

AQUARIVA SPECIAL



Aquariva Special is the only Riva model to receive the "Special" designation after the legendary Aquarama. Launched in 2001 with the aim of reinterpreting the icon in a modern key, it has reached over 300 units produced, confirming a success that has lasted for more than twenty years. The design, signed by Officina Italiana Design, evolves while respecting the original proportions, discreetly updating functional and aesthetic elements. Among the new features are the redesigned double-curved glass windshield, new

navigation lights at the bow, and an enlarged aft swim platform to facilitate access to the sea.

The upholstery, with refined color contrasts, enhances the onboard ambiance. The helm station comes with analog instruments as standard, but can be configured in a digital version.

With an overall length of 10.07 meters and a maximum beam of 2.80 meters, it is equipped with two Yanmar 8LV engines of 370 horsepower each, delivering a cruising speed of 36 knots and a top speed of 41.5 knots.

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RIVA CENTO

With Riva Cento, the shipyard celebrates the 100th unit produced of the Rivamare 38', one of the brand's most iconic models.

This limited edition reinterprets the classic elegance of the original day cruiser, enhancing it with exclusive details and advanced functional solutions.

The design, curated by Officina Italiana Design, introduces a fully integrated aft handrail and a new color palette that enhances the upholstery, available in two color options: biscuit or a combination of aquamarine and white. Particularly

noteworthy is the beach area configuration: the electro-hydraulic hatch opens at water level, offering chaise longues, dedicated storage for fenders and a seabob, along with a retractable gangway.

The central area, shaded by an electro-hydraulic bimini integrated into the C-shaped sofa, easily converts into a sunpad thanks to the electrically operated table.

Below deck, the dinette follows the shape of the hull and transforms into a double bed, while the space is brightened by a new forward skylight and large side windows.

With a length of 11.88 meters and a beam of 3.50, Riva Cento is powered by two 440-horsepower Volvo Penta D6 engines, reaching a top speed of 40 knots and a cruising speed of 31 knots.



RIVA

www.riva-yacht.com

QUICKSILVER ACTIV 805 CRUISER



The Quicksilver Activ 805 Cruiser, 8.29 meters long and 2.55 meters wide, is a versatile day cruiser that accommodates up to 9 people. Equipped with engines up to 400 HP, it delivers high performance and stability even in rough seas.

The modular cockpit easily adapts to dining, relaxation, or sunbathing configurations, maximizing onboard comfort. The below-deck cabin, ideal for multi-day cruises, offers berths for four people, a fully equipped galley with

stainless steel sink, refrigerator, and LPG stove, as well as a separate bathroom with marine toilet. With a weight of 1,813 kg without engine and CE C certification, the Activ 805 Cruiser is perfect for those looking for a high-performing, safe, and comfortable boat for coastal holidays.

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FONTAINE PAJOT FP41

The new FP41 by Fountaine Pajot redefines the standards of 12-meter catamarans, with generous volumes and a layout optimized for comfort both underway and at anchor. The full-beam cockpit, extending over two meters toward the living area, seamlessly integrates the interior with the exterior.

On board, the galley with central island and the lounge area offer uncompromising conviviality, while the owner's cabin and guest cabins provide surprising space and storage for a catamaran in this category.

The flybridge enhances relaxation options,

with comfortable seating and large sunbathing areas. The FP41 also stands out for its efficiency and stability at sea, with numerous standard technological innovations, all while maintaining a competitive price point.



FONTAINE PAJOT

www.fountaine-pajot.com

A large advertisement for 'Sea Design Experience'. The background is a dark blue surface covered in many small, glistening water droplets. In the center-right, there is a large, stylized, three-dimensional number '3' in a light blue color. On the left side, the text 'SEA DESIGN EXPERIENCE' is written in a white, serif font. Below this, there is a list of services: 'GANGWAYS + CRANES + HELM SEATS', 'LADDERS + TABLE BASES + TENDER LIFTS', 'ELECTRIC PRODUCTS + BESPOKE SOLUTIONS', and the website 'WWW.BESENZONI.IT'.

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SACS TECNORIB – STRIDER 13 KNT

On the occasion of the Cannes Yachting Festival, Sacs Tecnorib unveils the world premiere of the Strider 13 KNT x SACS, the result of a refined collaboration with Kiton, the Italian fashion house renowned for its sartorial savoir-faire.

This experimental project, developed under the KNT – Kiton New Texture label, blends the technological innovation and artisanal tradition of two Italian excellences, giving life to an exclusive version of the iconic Strider 13, the flagship model in the Sacs range.



The Strider 13 KNT x SACS retains the technical features that made the original model a success: a high-performance, versatile RIB capable of ensuring excellent stability, speed, and maneuverability — even in challenging sea conditions. However, this special edition stands out for an aesthetic and functional interpretation that reflects the shared values of Sacs and Kiton: continuous innovation, material research, artisanal precision, and uncompromising Italian style.

The union between Sacs' advanced technology — leader in high-end RIB manufacturing — and Kiton's sartorial expertise, known for its exclusive textures, transforms the Strider 13 into a design object that goes beyond its nautical function.

Designed for those who experience summer as a dynamic journey combining performance and relaxation, this RIB becomes a true extension of contemporary lifestyle. The Strider 13 KNT x SACS is therefore not just a watercraft, but a statement of style and innovation, crafted for those who seek excellence in every detail — from engineering to tailored finishes.

SACS TECNORIB

www.sacsmarine.com

MARLIN BOAT 33' WEEKENDER

Making its debut at the Genoa International Boat Show, the new Marlin 33' Weekender is the cabin version — with separate bathroom — of the Open model launched in 2024. Measuring 10.05 meters in length and 3.32 meters in beam, it represents the latest expression of Marlin Boat's expertise. The deck has been completely redesigned to optimize comfort, ergonomics, and space usability: two wide lateral walkways lead easily to the aft platforms without interfering with the sundeck, which can be transformed into a dinette for six people thanks to a practical folding table. At the bow, a generous sundeck over 2 meters long with quality finishes is accompanied by large storage lockers. Below deck, the cozy cabin offers a maximum height of 185 cm, a convertible double bed, a complete separate bathroom, and numerous well-organized storage compartments. The deep V hull with double step ensures comfort while cruising and excellent stability even in rough seas. With a capacity of 16 people, a 480-liter fuel tank, 90 liters of freshwater, and a maximum power rating of 600 HP, the Marlin 33' Weekender is designed for those who want to experience the sea with style, reliability, and complete freedom.

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BREVA MARINE 630, 800, 1100 AND 1300

Breva Marine, a new Lombardy-based shipyard specializing in RIBs and super-RIBs, is set to make its debut at the Cannes Yachting Festival with a range of four models: the 630, 800, 1100 (CE-certified as a pleasure boat), and 1300. This solid technical offering is designed to meet a wide variety of needs — from tender service to coastal cruising — with fiberglass hulls and Hypalon-Neoprene tubes.

The Breva 630 is the entry-level model: compact, agile, and well-equipped.

The 800 offers increased liveability and a more structured cruising experience while maintaining ease of use and a compact footprint. The cabin-equipped 1100 and 1300 models are the

brand's flagship units, featuring modular layouts, customizable cockpits, and a livable cabin — even in the 11-meter model certified as a pleasure boat. One of Breva Marine's standout features is its commercial approach: transparent pricing with no hidden costs, thanks to an all-inclusive "turnkey" formula offering fully equipped packages customizable in both technical and aesthetic aspects. Clients can select from a range of premium partners for propulsion and onboard electronics, including Raymarine, Hertz, Quick, Orca Pennel & Flipo, Spradling, Italdek, and more. Production takes place at the Grezzago (MI) facility, where both the tubes and final assembly are

carried out. Direct control over every stage of production ensures high-quality standards, blending craftsmanship with industrial processes. The brand's offer is further enhanced by a showroom and permanent test center at Marina di Verbella on Lake Maggiore, as well as an exclusive "Mood Room" at the shipyard—a fully immersive experience in customization.

Breva Marine brings a fresh vision to recreational boating: solid construction quality, technical flexibility, and a strong focus on customer experience, beginning with full price transparency.

BREVA MARINE

www.brevamarine.com

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“IL BELLO E BEN FATTO – MADE IN MARCHE”: A SECTOR LOOKING BEYOND BORDERS

“Il Bello e Ben Fatto – Made in Marche” brought together institutions, entrepreneurs and international media in Fano and Ancona to highlight the strength and potential of the Marche region’s yachting sector. The event focused on key topics such as manufacturing, innovation, tourism, and territorial development.

The first day, held in the Sala della Concordia in Fano, hosted a round table between the region’s leading shipyards—among them Adria Sail, Cantiere Rossini, Italia Yachts, Nerea Yachts, Pershing, Silent Yachts, and Wider—and institutional representatives. Discussions centered on port infrastructure, production space, technical training, and services for high-end nautical tourism.

The second day featured a talk show at the Fano Marine Center, moderated by RAI journalist Manuela Moreno, giving voice to some of the most prominent figures in Marche’s business community. Notable contributions from Tilli Antonelli (Pershing), Francesco Casoli (Elica), and Marina Santucci (ATIM) emphasized the need to build networks and create

open, sustainable entrepreneurial ecosystems.

A strong desire emerged to move beyond localism and embrace a broader vision—one capable of positioning the region on the global stage of high-quality yachting.

A distinctive feature of the event was the presence of more than 20 Italian and international journalists from Europe, the Middle East, and the APAC region, who participated in an exclusive tour of the main shipyards in Ancona: Ferretti Superyacht Yard, Cantiere delle Marche, and Palumbo Superyachts. It was a valuable opportunity to witness firsthand the territory’s high production standards.

During the visit to Ferretti’s shipyard, local authorities reiterated the strategic role of yachting in the region’s economic development. This event confirmed the Marche region as a rising force in the international yachting industry—one that combines artisanal heritage with industrial vision.

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NAUTILIA 2025: THE USED BOAT SHOW RETURNS TO LATISANA

The 38th edition of Nautilia is set to return to Aprilia Marittima in Latisana (Udine) over two weekends: October 18–19–20 and 24–25–26, 2025. With over 300 boats expected—ranging from small 6–10-meter craft to larger vessels up to 15 meters—the show continues to be a key event for boat owners, enthusiasts, and marine industry professionals. What sets Nautilia apart is its unique dry-land exhibition format, allowing visitors to inspect boats even below the waterline—an approach that streamlines negotiations and significantly reduces sea trial costs. But it's not just about boats: Nautilia will also feature stands with marine accessories, cultural events, and discussions focused on environmental sustainability. Major shipyards, dealers, and brokers from the Upper Adriatic will be in attendance, many already showcasing offers and previews ahead of the 2026 edition. Organized by



Nicola Toso and Stefano Rettondini, with the support of the Friuli Venezia Giulia Region and the Municipality of Latisana, Nautilia is also an invitation to discover the excellence of the Riviera Friulana—a region rich in history, nature, and gastronomy, increasingly appreciated for its tourism and culture.

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TROLLING FOR "EL DORADO"

by Davide Acone

There's no point denying it any longer: with the tropicalization of our sea, a "tropicalization" of the fisherman is also arriving, who is changing his way of fishing, his language, and his approach to prey. If we talk about big mahi-mahi, the fishing day immediately takes on a "Latin" flavor... especially if tricks and "oceanic" tips are adopted.

In recent years, encounters with large mahi-mahi, which were previously quite rare, have definitely increased. Also thanks to the growing number of fishermen dedicated to offshore trolling, catches using this technique have intensified, to the detriment of drifting, which occasionally attracted some notable specimens.

INTERNATIONAL PREDATOR

We are talking about a fish spread practically all over the globe. A voracious predator from birth, it spends its early life mainly in large schools, eating anything that passes by and growing very quickly (about 1-1.5 kg per month). As an adult, it moves mainly in pairs or in very small schools of three or four specimens. While in the juvenile phase its voracity is combined with almost total absence of suspicion, as its size increases it becomes more wary, despite maintaining its aggressiveness as a ruthless predator. This makes its capture anything but easy, unless you find yourself in presence of particularly frenzied or active fish. Staying in the “tropical” theme, where drifting and live bait trolling are little or not practiced, in this article we want to focus on the oceanic technique par excellence: offshore trolling aimed at catching mahi-mahi.

GEAR

Although we are talking about fish that can reach large sizes in some parts of the world, in our seas the average size is between 5 and 20 kg, a size that does not require very heavy equipment, also to allow plenty of fun, made of fights full of acrobatic jumps, sudden direction changes and fast surface runs. We can therefore safely opt for combos of 12,



maximum 20 pounds, preferably spooled with braided line, for obvious reel capacity reasons, but adopting the usual good practice of inserting a nylon leader of at least 50 m, which allows some elasticity. The shock leader can be made of about 2 m of good 0.80 nylon, to avoid breakage at contact with sharp fins or teeth. If necessary, in case of lack of specific equipment, rods and reels used for other purposes, such as jigging or live bait trolling, could also be adapted for these fish.

BAITS AND RIGS

The king bait offshore remains and will always be

TROLLING AND SPINNING

During the — sometimes endless — hours of trolling, you might come across schools of fish (tuna, baitfish), dolphins, or floating debris. Having a spinning rod ready on board could provide a few minutes of distraction, and maybe an unexpected catch. Ideally, you should move to the bow and cast at about 11:00 or 1:00 o'clock positions using lures that allow very fast retrieval, considering the boat's equally fast speed. Therefore, stick baits retrieved continuously without jerking, or skipping lures like “soap bars,” which can also be easily cast even in windy conditions, should be preferred. As for poppers, although very attractive, they only allow fishing for a very short time — during the first 2 or 3 jerks — but in some cases, they can still make the difference.

the kona! Even mahi-mahi love it... I would therefore discard the use of various minnows, even if sometimes they could allow some catches, but limiting us in setups and trolling speed. I would instead give wide space to rigid-headed konas, especially jet models, which have shapes and holes able to create long foam trails, very attractive to our friends. Bullet heads are also effective, especially in very calm sea and absence of wind. The ideal size ranges from 14 to 22 cm, and the most deadly colors are red and white combinations, or skirts with glitter or iridescent reflections on dark colors such as purple/black.

The hook position should preferably be at the center of the bait's body, better if with a stiff rig. Sometimes, large mahi-mahi quickly enter the trail sideways, putting on a show with fins out of the water but just touching the bait without eating it. To overcome this problem, in the ocean konas are often rigged with the addition of natural bait, most often dead ballyhoo, tied ad hoc on the hook. In Italy, we don't have this fantastic bait for both attractiveness and fishing duration (a ballyhoo rigged can last up to 8 hours of trolling without being consumed), so this trick of stuffing the kona is less used. When needed, luccio di mare (needlefish)

or aluzzo (garfish) can be adapted, paying attention to check their condition at least every hour and a half, and replacing them when necessary.

Another tip when using natural bait is to fish with the drag at the limit of slipping, in case of a fish in trail, turn off the clicker and open the drag completely giving free line, controlling the outflow with the thumb on the spool. When the fish eats the bait, which we will notice from the speed at which the line is released, we will give it time to swallow it well, then close the drag.

SETUPS AND ATTRACTORS

The first premise when talking about setups is that outriggers on board are definitely indispensable to allow some baits to work out of the wake foam, just as the central outrigger, or shotgun, is essential to be able to deploy the long center rod without the risk of interfering with other lines. The ideal setup we can use to troll for mahi-mahi requires no more than six rods and possible teasers or attractors. For example, starting from the longest central rod between 80 and 100 m from the stern, we will move to the two outer rods on the outriggers at about 50/60 m. The other two inner lines on the outriggers at about 40 m, and a last central one at about 20 m.

BULL DORADO

You have certainly noticed, in some photos or in person, the peculiarity of certain dorado specimens whose heads have a flattened, or rather vertical, shape on the front part, forming a large hump on the "forehead". When and if you happen to catch one with these characteristics, you will know you are dealing with a male, and these are the specimens that reach larger sizes. Their "international" name is bull dorado, and they are particularly strong fighters, perhaps also helped by their body surface area, which allows them to resist the angler's retrieval. Their catch, perhaps needless to say, definitely has a special appeal...





Alternatively, we could deploy the two short lines on the outriggers, armed only with two large teasers, to attract more fish in trail. In this latter case, a rod on board rigged with a dead bait and a circle hook, ready to be deployed if necessary, could make the difference in case of particularly reluctant fish.

ESSENTIAL ACCESSORIES

Mahi-mahi are very combative and do not give up easily, showing jumps until the last moments. To avoid last-second loss, if you decide not to release them, a long gaff, strictly one

piece and not telescopic, will be definitely fundamental. Once hauled aboard, however, they will continue to struggle very lively, for this reason a fish bat can prevent any dangers and put an end to the fish's unnecessary suffering. A large cooler or a fish tank, where to put the mahi-mahi immediately after hauling it from the sea, will help keep the boat clean. Among the essential accessories, I believe it is more than appropriate, more than any other case, to mention a smartphone or a camera to quickly capture the fantastic colors of this fish before they fade completely, leaving

room for a gray that does not do justice to its beauty.

Marine Passion.

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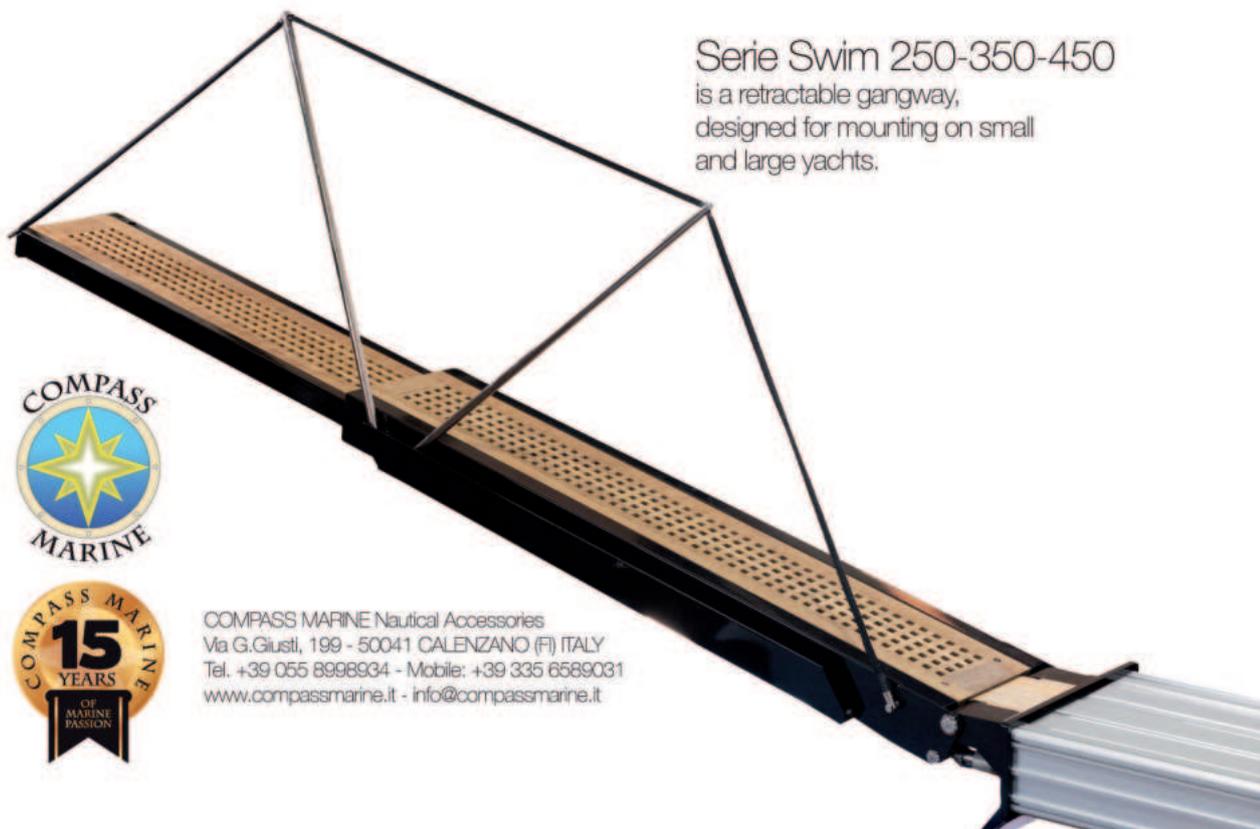
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HOW TO PROTECT YOUR BOAT AND OUTBOARD MOTOR DURING THE SEASON

THE FIVE FUNDAMENTAL ACTIONS

by Pierfabio Comparato

August: scorching sun, beautiful sea, and the boat always ready to sail. But between a swim and a sail, how well are we really protecting our boat? The season is in full swing, and right now — when the boat is used the most — it's the perfect time to stay vigilant. Because summer's enemies are sneaky: UV rays, salt spray, heat, and humidity. In this article, I'll explain how to effectively protect your boat and, above all, your outboard motor.



1. COVER TARPS: THE FIRST DEFENSIVE BARRIER

It may seem obvious, but covering the boat (or at least its most exposed parts) when moored is one of the most effective ways to preserve it. UV rays, dirt carried by the wind, rain loaded with pollutants, and simple prolonged sun exposure can damage surfaces, plastics, cushions, and electronic instruments.

A good-quality breathable cover prevents heat buildup below deck, protects paintwork, slows gelcoat aging, and helps keep the interior dry and cool. The same goes for the outboard motor: a tightly fitting, weather-resistant motor cover can make the difference between an engine aging gracefully or degrading quickly. Even during short stops, it's good practice to cover it — a small gesture that prevents major damage in the long run.

2. RINSE WITH FRESH WATER AFTER EVERY RETURN

I will repeat it endlessly: salt spray is corrosive. Even for boats that stay in the water, it's essential to rinse every exposed part, including the outboard, after each outing. Salt particles settle everywhere, even where they are not visible: between screws, under seals, along electrical cables.

Fresh water helps slow down metal oxidation, preserves seals, rubber parts, electrical sheaths, and reduces salt buildup on gelcoat, stainless steel, and chrome surfaces. This simple action also improves the boat's appearance, keeping it always presentable.

For the engine, remember to carefully wash the exterior (avoiding high-pressure jets that could damage sensitive components) and, if possible, perform an internal fresh water rinse cycle using dedicated connectors or rinse tanks.

It's a simple operation but has a huge impact on engine longevity.

3. WEEKLY CHECKS: SMALL CARES, BIG RESULTS

Once a week, take 10 minutes for a quick check, for example, on:

- Oil level and propeller condition;
- Presence of cracks or corrosion on the lower unit and grille;
- Tightness of drain plugs and flaps.

These simple inspections allow you to spot any anomalies immediately and fix them before they turn into costly problems or unexpected downtime. Also regular checks improve your familiarity with the boat: knowing it better means sailing with more safety and confidence.

4. VENTILATION: AIR ALSO PLAYS A ROLE

A boat closed up under the sun can become an oven. Residual humidity combined with high temperatures creates the perfect environment for mold, bad odors, and deterioration of interior materials. Always leave some hatches or portholes slightly open (if conditions allow), or use low-consumption forced ventilation devices like solar fans or small electric aerators. Alternatively, simple gel or salt dehumidifiers can help. Remember that fabrics, wood, and electrical panels suffer considerably from stagnant humidity: ventilation protects not only comfort but also the boat's functionality.

5. CHECK AND LUBRICATE THE CRITICAL POINTS OF THE OUTBOARD

During the season, some parts of the engine deserve extra attention:

- Joints and ignition/reverse levers;
- Trim tab;
- Exposed pins and fittings.

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ACQUISITION OF THE UNIT THROUGH LEASING

by Marine Surveyor Daniele Motta

When it is time for boat shows dedicated to boating, it is also time for certain owners who intend to acquire a unit to evaluate through which tools to finalize their operation. Among these, besides direct purchase or marine mortgage, there is certainly nautical leasing. Let us first start with the definition of leasing. This has long represented a financial solution aimed at acquiring capital goods of almost every kind. In the transport world, it is for example used in the aeronautical, railway, and naturally, maritime sectors. Remaining within the perimeter of recreational boating, whether

commercial or private, the operation can be simply described as follows: the leasing company (or banking institution) purchases the unit, becoming its owner, from the shipyard chosen by the client. The same company, always through the leasing contract, will lease it to the client, as the user, in exchange for the payment of a fee, called the lease payment. The fact that the unit is registered as an asset of the leasing company has been considered by many as an excellent guarantee for the lending institution, should it want to recover its exposure. However, especially with the past

negative events of the boating market, it is necessary to point out that this “certainty” has not actually proven to be immune to difficulties. From a tax point of view, without delving into a discussion that would require at least a dedicated article, leasing has a peculiarity: the application of VAT on the lease payments. This aspect, in some circumstances, is certainly worth highlighting. Regarding the average duration of these contracts, what has generally been observed is that it can vary from 36 months up to even 120 months. Another characteristic, if provided in the contract, is



MARINE SURVEYOR DANIELE MOTTA

Marine Surveyor, Consultant, and Maritime Broker, recognized by major national and international organizations and institutions such as SCMS, FEMAS, AIPAM (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).

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

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definitely represented by the redemption clause. This offers the user the option to acquire full ownership of the unit through the payment of a percentage, typically around 2% of the unit's value. So far, we have roughly explained what nautical leasing is.

Now let's look operationally at some factors which, if not “critical,” can at least be “limiting” for the user of the unit.

The first aspect can concern delivery and the possible future discovery of hidden defects. Defects which, unfortunately, doesn't spare new unit, although this topic is often associated with the purchase of used boats.

Although the regulations, especially on new boats, protect the buyer for a reasonable period, it must be remembered that the unit is not the property of the user. This could, quite likely, lead to costs and difficulties that without the active involvement of the owner — that is, the lending institution — could seriously complicate things for the user.

Another limitation I would point out relates to the choice of registration flag. Depending on the policies of the institution, often this, more than advising on merit, imposes the registration flag. This eventuality, absolutely not uncommon, often penalizes the owner-user, especially if the unit is employed for commercial purposes.

Often the cause lies, at least in part, in a lack of precise information rather than anything else (on the other hand, different approaches can also be

found and exceptions made). However, registers such as the British one (still widely used today for commercial employment) are currently disliked by many institutions due to Brexit.

Such limits in choice can objectively cause difficulties for the owner in operations, since, having to possibly opt for a different technical-administrative regime given by the flag, they may find themselves with obligations, issues, and operating costs that can be defined as impracticable, especially for units under 24 meters.

Finally, but not least, another major limitation in this type of legal transaction arises from early termination of the contract, especially in cases such as financial hardship or serious accidents.

Remaining purely on the economic level, excluding any insurance shortcomings for the parties, legal disputes arise regarding the determination of the asset's value, which should be determined, hopefully technically, at the moment of termination.

Indeed, the absence of good practice, both technical and contractual, on these issues exposes the parties not only to the dispute itself but also to all those legal, expert, and judicial costs, partly avoidable, if there were, upstream, a solid contractual drafting that should (finally) also contemplate and regulate a maritime part beyond the merely “financial” one.

LEASING OF RECREATIONAL BOATS USED IN NON-EU WATERS

LATEST CLARIFICATIONS FROM THE ITALIAN TAX AUTHORITY

by Att. Massimo Fabio and Att. Giulia Ripa

With the ruling on advance ruling request (interpello) dated June 18, 2025, no. 159, the Italian Revenue Agency (Agenzia delle Entrate) provided clarifications on the VAT implications of using a recreational boat under a long-term leasing contract by an Italian subject outside EU waters. According to Italian VAT legislation, if the use of the asset takes place outside the EU, the leasing, rental and similar services, not short-term, of recreational boats are not territorially relevant in Italy pursuant to Article 7-septies letter e-bis) of Presidential Decree no. 633/1972, provided that the actual use and actual enjoyment of the service outside the European Union is demonstrated (cf. Article 1, paragraph 725 of Law 160/2019). The case submitted to the tax authority concerned a recreational boat made available in Italy that mainly sailed in non-EU waters, with habitual mooring in Montenegro. The taxpayer requested

clarifications on the following points:

1. Validity of evidence to demonstrate the place of use of the boat (in this case, the navigation log certified by a notary, navigation data obtained from satellite systems, the logbook, documentation proving the mooring of the recreational boat in a non-EU port, the financial lease contract and digital photographs of the boat's location);
 2. Methods for calculating the periods of navigation in EU waters and those in non-EU waters.
 3. The start of use of the boat from the obtaining of the MMSI code, i.e., the unique identifier of a radio station used on a ship, necessary for the legal use of the boat.
- Regarding the form of evidence, the Agency—without entering into the merits in the absence of the so-called “objective uncertainty” required by the regulations on the topic—notes

that reference can be made to the Revenue Agency provision no. 341339/2020, which analytically indicates the methods and suitable means to demonstrate the actual enjoyment and actual use of the service outside the European Union. Among the means of proof listed there, relevant are the travel charts, data and information extracted from any satellite navigation or transponder systems (e.g., data provided through the Automatic Identification System, “AIS,” for boats that use it). Furthermore, it is recalled that additional documentation proving actual use includes:

- the navigation log or ship's log kept by the ship's captain, on which all navigation data and events are recorded (cf. Articles 169, 173 and 174 of the Navigation Code) or the certified logbook attesting to the running hours of the recreational boat;
- the device that counts the running hours of the recreational

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



boat;

- documentation proving the mooring of the recreational boat at ports located outside the European Union (i.e., invoices, contracts, tax receipts, and related payment methods);
- documentation certifying purchases of goods and/or services at commercial establishments outside the European Union, related to the use of the recreational boat outside the European Union (i.e., invoices, contracts, tax receipts, and related payment methods);
- the lease contract, including financial lease, rental, and other similar contracts.

Moreover, Provision 341339/2020 identifies the “minimum” evidentiary burden placed on the taxpayer, who may also produce additional and more precise evidence.

Regarding the criteria for identifying “weeks” of use in EU or non-EU waters, in cases where both types of use occur within the same week or within the same day, the advance ruling clarifies that the VAT exclusion quota of the annual lease fee is definitively determined at the end of each calendar year based on the percentage resulting from the fraction comprising:

- numerator: the weeks in which the boat crossed the EU territorial waters; and
- denominator: only the weeks in which the recreational boat navigated, i.e., moved between ports (including movements to and from the same port), excluding movements between shipyards for



technical reasons.

Consequently, if the taxpayer proves that in the same week two movements were made in international waters, that week can be included in the numerator for the calculation.

Finally, in the calculation, it is possible to consider the period from which the boat is actually and legally usable and can navigate, i.e., the weeks following the obtaining of the MMSI code.



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FEDERICO FIORENTINO YACHT DESIGN: BETWEEN TECHNIQUE AND FREEDOM



B

Born on a boat, raised among engines and hulls, Federico Fiorentino turned a family passion into a profession fueled by technical curiosity and creative vision. His approach to yacht design stems from direct experience: knowledge of the sea and its dynamics is the starting point for every project, accompanied by a deep attention to mechanics, performance, and the language of shapes. Between restyling and innovations, internal combustion and electric propulsion, today he combines style and functionality, also relying on the potential of artificial intelligence in the creative process. Because, as he himself says, “when the shapes are right, they are also beautiful”.

How did you get close to the world of yacht design?

As often happens, it is a passion inherited from family: I was lucky to be “born” on a boat, but above all the great gift of having been able to live the sea looking at the coast from offshore. Those who love the sea know exactly what I mean, they know that even a nutshell is enough to move away from the coast and everything changes, you enter another dimension.

Measurements change, perspectives, sounds, priorities, what counts and what is superfluous. This is what I love about the sea, a great amniotic liquid that brings you back to the basics of existence, giving a great sense of freedom, both physical and mental.

Besides this, I have always been passionate about construction, mechanics, and engines; my work has always been in the motorboating field, whether professional or recreational. I know that world

and I believe that to design boats it is essential to directly experience what you design.

I like sailing, but my life has never particularly intertwined with that context.

The natural consequence is that, like many of my colleagues, as a child I drew boats and already at a young age dreamed of doing this job. At 10 years old, I went with my father to see the first Pershing 45 designed by the great De Simoni. It was a young shipyard founded by some adventurous partners, including one of the pillars of Italian boating, Tilli Antonelli.

I got confirmation that this had to be my profession. Forty years later, thanks to my collaboration with SACS/Pirelli, I now work with another Antonelli, Tilli’s son, Nicola. For me, this represented the closing of a circle. I love boating, I feel at home among boats.

You also obtained a diploma

in musical composition in the United States. Have you ever thought about returning to America, perhaps to work in the boating sector?

Yes, I have often thought about it. Italy is sometimes a difficult country. I lived 4 years in Boston and would visit nearby seaside locations like Maine or Cape Cod. American boating is very varied, often very technical and specialized. European clients are more oriented towards comfort, while Americans, a “comfortable” people par excellence, when they conceive boats also build very technical... and uncomfortable vessels. This is how masterpieces like the fishermen boats from Rybovich or Merritt, the lobster boats from Maine, the speedboats from yards like Cigarette, Donzi or Outerlimits are born. As a student, I wrote to Donald Blount, one of the most important designers in the history of boating worldwide, asking if it was possible to



MIG 45 HT: the elegance of the Italian open yacht reinvented, with 13.75 meters in length, engines up to 650 HP, and a walkaround design with an integrated hard-top to ensure comfort and performance on every voyage.



Designed by Federico Fiorentino, the Lomac Turismo 9.5 combines sporty style and comfort thanks to a high-performance hull, a walkaround deck with spacious sunbathing areas at the bow and stern, and two 300 HP engines, designed to ensure safety and versatility during navigation.

receive a PDF of a paper of his that I wanted to read. His secretary replied asking for my home address. A week later, I received a burned CD containing all of Blount's publications. Try doing that in Italy.

In our market today, many design choices somewhat unbalancedly follow the logic of comfort and industrial production, but this often penalizes formal research; finding a balance represents the real challenge. By nature, I find the study of shapes and dynamics more stimulating, but I am aware that it is necessary to meet a demand by combining shapes and content.

In USA, there is room for very different interpretations of design, probably related to the size of the market. Also, boating in the States is a mass phenomenon, here it is not. Italy, as Enzo Ferrari said, "is a country where everything is forgiven, except success", and consequently, the boat generates envy and resentment. "Even the rich cry", went an enlightening political cam-

paign from some time ago, parodying a soap opera popular in the '90s. However, among the many and countless defects I attribute to our country, Italy is a wonderful place. I consider it a defect because there are many occasions when the desire to leave creeps in... but then the heart wins.

Was there a moment or project that represented a turning point in your career?

There have been several moments and projects that marked my path.

Certainly, the projects of the first racing boats: I was looking for a business card, I needed something that spoke for me and I thought that an 8-meter boat at 80 knots could be a good topic. And that's how we won races and championships. My boats earned a few spots in the UIM records. I remember my dear friend Tullio Abbate told me a beautiful phrase: "You are in the UIM winners' lists. This is something

no one will ever take away from you".

The collaboration with Lomac certainly represented another important moment because with them I had the chance to work on the technical and stylistic aspects of production. We grew together. I have several clients I've worked for many years, but Lomac is the shipyard I have had the longest working relationship, almost 15 years.

Then I had collaborations with prestigious brands like Rossinavi. The project that would have marked a further important leap for my career was the construction of a 70-meter boat, which the client decided to cancel one month before the keel laying, nesting already started.

You have worked with several shipyards and brands: how does your approach change from serial production to a fully custom project?

The main difference comes down to whether a client has clear



Federico Fiorentino handled the restyling of the Lomac GranTurismo 12.5, updating the design with more modern and functional lines, improving comfort and livability without sacrificing the sporty spirit of the original model.

ideas or not. Even in those cases, they still have something valuable to share. It's a person to whom you can show a drawing and from whom you can get feedback. When you do a series project, you clash with the opinions of all potential clients, sales network ideas, shipyard managers, workers, and the trade press... and so on, it's challenge. Working on custom is definitely easier when the client is reasonable. Sometimes you meet unreasonable people in their requests and that becomes a big problem. In those cases, sometimes I prefer to give up the project because it means getting into trouble later.

You recently worked on the restyling of the Lomac GranTurismo 12.0. How do you approach a restyling

project? How do you decide what to keep and what to update?

Restyling is a fairly natural process, perhaps the easiest job for a designer. You work on a boat that has already "confronted" the market for years; you know it in all its details: it has gathered criticisms, appreciations, tests, evaluations, sales, comparisons with competitors and the ruthless conscience analysis that for every designer is inevitable at the moment of launch: what turned out the way we envisioned, what didn't meet our expectations, and, perhaps most frustratingly, what seemed perfect in theory but ultimately fell flat because the original idea was flawed. At restyling, all these experiences converge into a new organization of the original idea, both stylisti-

cally, adapting the shapes to the latest trends, and in the design choices. It's like a second chance, reconsidering the project after a long market test.

In 2024 you designed the electric Naumatec Tenderlux 350 tender, which fits the green philosophy of the Azimut Seadeck series. Are there design differences between a hull designed for electric propulsion and one for internal combustion engines?

Certainly. First of all, the power-to-weight ratio of an electric system is very high compared to that of an internal combustion system. In simple terms, it's a case of heavy weight, limited power, and short range. The problem is not the engines, which are light and compact, but

the need to provide the correct direction to these engines, because there is no way around it: a certain kW of power must correspond to a certain kW of storage, unless you want a boat with 10 minutes of autonomy.

The hull therefore needs to be designed for maximum efficiency, which might mean, for example, decreasing hull angles and increasing wetted surface, which is not ideal. Propulsion systems are still imperfect, often only one type of propeller is available, sometimes very few sizes. But there are also advantages: weights are fixed, more dispensable, it is possible to adjust the trim by moving the batteries, which are the heaviest element of an electric system, and it is possible to do this even after launch if the center of gravity is found to be suboptimal.

The biggest obstacle remains autonomy. You can settle for going slow, as long as “healthy and far” as the Italian saying goes, but with limited autonomy even the saying no longer holds because you are close. And this is the biggest difficulty right now and the main challenge for the designer.

Among your projects are boats capable of reaching 70-80 knots. How do you reconcile hydrodynamic efficiency with aesthetic needs in high-performance hulls?

It's very easy. The most beautiful thing about design is that when the shapes are well done, they are also

beautiful.

Think about aerodynamics, which is simpler because we are all used to evaluating a car. The aerodynamic efficiency of a Porsche 911 is directly in proportion to its beauty, everyone agrees. Other vehicles are very fascinating, like some very boxy off-roaders, because they convey a precise message, bring us back to the military world, transmit an idea of strength, efficiency, and essentiality, but you can't say they are beautiful. True, beauty is said to be subjective, but I believe taste is subjective, more than beauty.

The layered beauty of a Canova sculpture certainly pleases critics and the public more than the indisputable charm of the “brutalist washing machines” of Genoa. It is objective so; it is a combination of aspects: culture, sensitivity, experience, exposure to influences, ability to observe and evaluate different levels of reading. Beauty is in our DNA, it is in the basic information, because it indicates in nature what genetic information we must pass on for better evolution of the species; it is up to us to cultivate the search for this aspect.

“Comfort is the enemy of beauty”, wrote Arnold Schönberg in 1920: comfortable people stop, uncomfortable ones move. Movement is life, it is growth, which is why today it is fashionable to talk about “getting out of the comfort zone.”

Naumatec Tenderlux 350 is a 3.39 meter luxury tender designed for Azimut Yachts, featuring a 15 kW electric engine or a 90 HP internal combustion engine, a lightweight hull and eco-friendly materials, equipped with cork or teak flooring and a capacity of up to 5 people.



What is really difficult in 2025 is to combine hydrodynamics with this spasmodic search for comfort. We are surrounded by ugly cars, all the same and increasingly similar to vans, unbearable to look but very comfortable at the same time. Most people don't really think about hydrodynamics until they see the difference between a poorly sailing boat and one that glides smoothly through the water. Today, objects defined as sporty have nothing to do with sport and instead celebrate sedentary life and comfort: the sporty SUV is an oxymoron, it sells the illusion of being what it is not and this is priceless for the client. It is a tacit agreement between manufacturer and buyer. We have come to see fake exhausts, with the muffler exiting somewhere else entirely.

My biggest problem, as a person and therefore as a designer, is that comfort has never interested me, it bores me, but obviously I had to learn to compromise, and when you manage to create something that is not only beautiful but also functional, you achieve an important result. Making a parallel with music, I can think of Bach's chorales: it is music that served a function, respected certain formal rules to be easily performed and suitable for certain contexts, but it also carried a much higher level of reading. Great creators are those who reach the widest audience because they can communicate on different levels with the same creation.

You are also known for your passion for technology. What role does— or could in the future— artificial intelligence have in the work of a yacht designer?

AI already has a fundamental role, for me and for everyone. It is a revolution happening so fast that many still talk about it in the future tense, without realizing the moment is "now".

Years ago I started experimenting with what I consider the only software for design, now mature enough to be implemented in the design development process, at least for my way of working. I started when it was still an embryonic idea developed in a small room at home by a very young American guy, informally and awkwardly presented by its creator on a forum.

Today it is a fundamental part of my creative process. Will it replace me? Certainly. I don't know

when but we will get there.

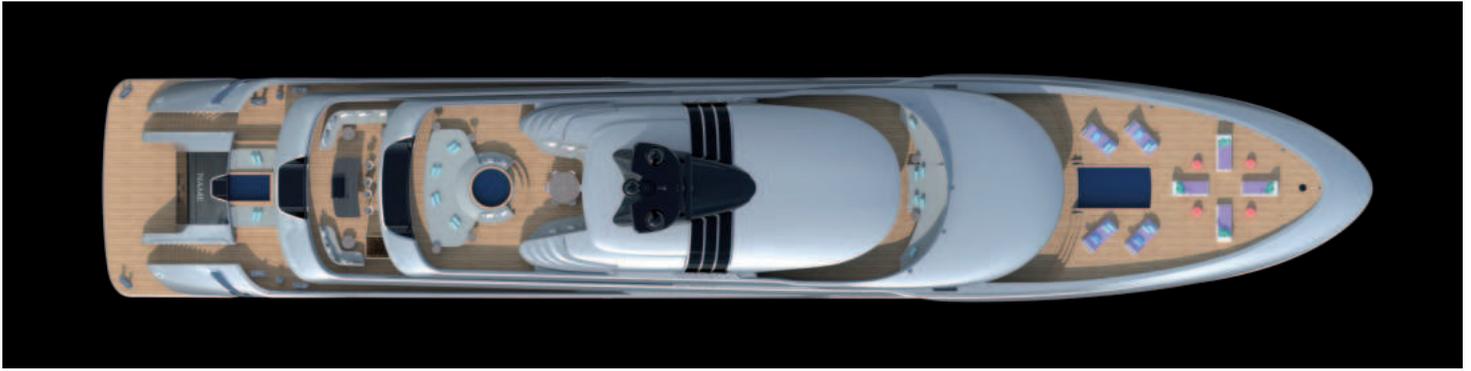
For my work, it replaces skilled and fast assistants, and it does so at a speed that makes everything extremely fun. The feeling I have is the one I had as a child in front of a huge basket of Lego: you know where you start, but you don't know where you end. I make a sketch on paper, scan it, pass it to AI, I share my vision and receive 20 ideas in return. Some of them hit the mark, while others miss the target just like working with an assistant. They are suggestions. Maybe it proposes a boat with two bows, nonsense, but you glimpse shapes that catch your attention and find a path, which is your path: AI generate random things but you have the vision.

At that point I decide what to keep, evaluate hypotheses I hadn't considered, experiment with prompts beyond what I'm doing, playing also with randomness: what does it create if I ask it to elaborate a postmodern sculpture based on my boat sketch?

Then I keep modifying the drawing by hand on Photoshop, pass it again to AI, rework it and so on until I feel I have got what I was looking for. In the end, the result is mine: I recognize my style, my hand. The drawing done by hand is still a lot and fundamental. If you have ideas, in the end, you guide the AI towards what you had in mind and not the other way around. This applies to all technology: those who don't know how to model end up yielding to the shapes they can get out; those who master the machine guide CAD to return the shapes they had in mind.

One of the last boats I designed over the phone with the client; while he was talking, I was sketching (poorly) on a small piece of paper the size of a palm, then after the call I passed the sketch to AI, worked on it all afternoon, and in the evening sent the rendered sketch with the sea. The client and myself were enthusiastic: it was exactly the boat I had in mind.

We will get to the day when there will be one or two style managers at the shipyard and everyone will design their boats in-house. It will be a mature technology in a maximum of 5 years, maybe less. The great thing is that it frees the creator from the limits imposed by technical skills and makes the work accessible to more people, which translates



Naima 72 M Custom Project.

into more ideas, more evolution and more progress. It has already happened with renders and CAD. If we think about it, rendering software is a form of AI; the prompt is much more complex, I have to specify what materials and lighting I want, but in the end the result is that from a series of instructions given to software and a starting dummy (3D), a beautiful graphic representation, more or less realistic, is generated, which only a few could previously do by hand. Manual rendering already existed in the Renaissance and, if we want, even earlier. This opens doors to those who don't master certain tools but perhaps have a particularly brilliant vision. I often interact with clients that if they had the technical ability to design a boat, would probably be great designers. The downsides are pretty clear and a bit alarming. Small firms with just ten employees are starting to fade away, but we are here to move forward, not backward: it is our nature. To all young people I meet I always say invest time and effort in technology, everything is played there.

What are you currently

working on? Can you give us a preview of upcoming projects?

At the moment, the things that excite me the most are two boats which I cannot say much. One is 12 meters and the other 15. The first is a professional fishing boat. We are at the preliminary stage and I hope the project continues: it is really one of the most exciting I have done so far as I really like the professional sector. The 15-meter is a very fast boat which I only handled the waterlines; the style is handled by another designer and, from what I have seen in the initial stage, it will be a really remarkable boat. Besides this, we are working with Lomac on two new models and unfortunately, I cannot say more about this either.

Is there a "dream" project you would still like to realize?

There are two. One is the 70 meters I mentioned: a beautiful, elegant, timeless boat with wonderful interiors developed by the M2 studio, naval architecture by Lateral.

A really prestigious and highly technical project. The other is a radical 12-meter boat, which I

called, precisely, "Radical."

I designed it for myself; it is my boat. I showed it to professionals in the sector and friends to understand their reactions and comments, but I've noticed that people who aren't used to thinking creatively often struggle to grasp ideas that are different from their everyday experiences. On the other hand, I see projects and constructions, especially from Northern countries, slowly going in the direction I have in mind. We designers are all somewhat connected: ideas are in the air, and it is not uncommon that more than one designer arrives at the same conclusion completely by chance.

In Northern Europe they are more flexible; it is certainly a less commercial boat but with a very clear thought behind it, and it covers a niche market today quite uncovered. Maybe one day I will build it myself.

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Preparation time: 2 hours



Serves: 4 people



GIANFRANCO PASCUCCI

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INGREDIENTS

Oysters: 4

Fresh sorrel leaves: to taste

For the green Tabasco sauce:

Green Tabasco: 20 drops

Extra virgin olive oil: 1 tablespoon

For the white chocolate granita:

White chocolate: 100 g

Cream: 70 ml

Water: 200 ml

For the basil sauce:

Basil leaves: 150 g

Cold water: 150 ml

Extra virgin olive oil: 120 ml

Apple juice: 100 ml

Lemon: juice of half a fruit

PREPARATION

Open the oysters, taking care to keep them in their own water and maintain them chilled. Emulsify the green Tabasco with extra virgin olive oil until you obtain a smooth and homogeneous sauce. For the white chocolate granita, bring the cream and water to 90 °C. Pour the hot liquid over the chopped white chocolate and stir until completely melted. Let it cool, then strain the mixture and transfer it to the freezer. Once completely frozen, grate it with a fork to create a granita. Blend the basil leaves at high speed with water and apple juice until the mixture is smooth. Strain, then continue blending while incorporating extra virgin olive oil and lemon juice, until you obtain a well-emulsified sauce.

FINISHING

Place the oyster, drained of its water, in the center of the plate.

Lightly coat with the Tabasco emulsion.

Place a quenelle of white chocolate granita at the top of the plate.

Complete with a few drops of basil sauce and decorate with fresh sorrel leaves.





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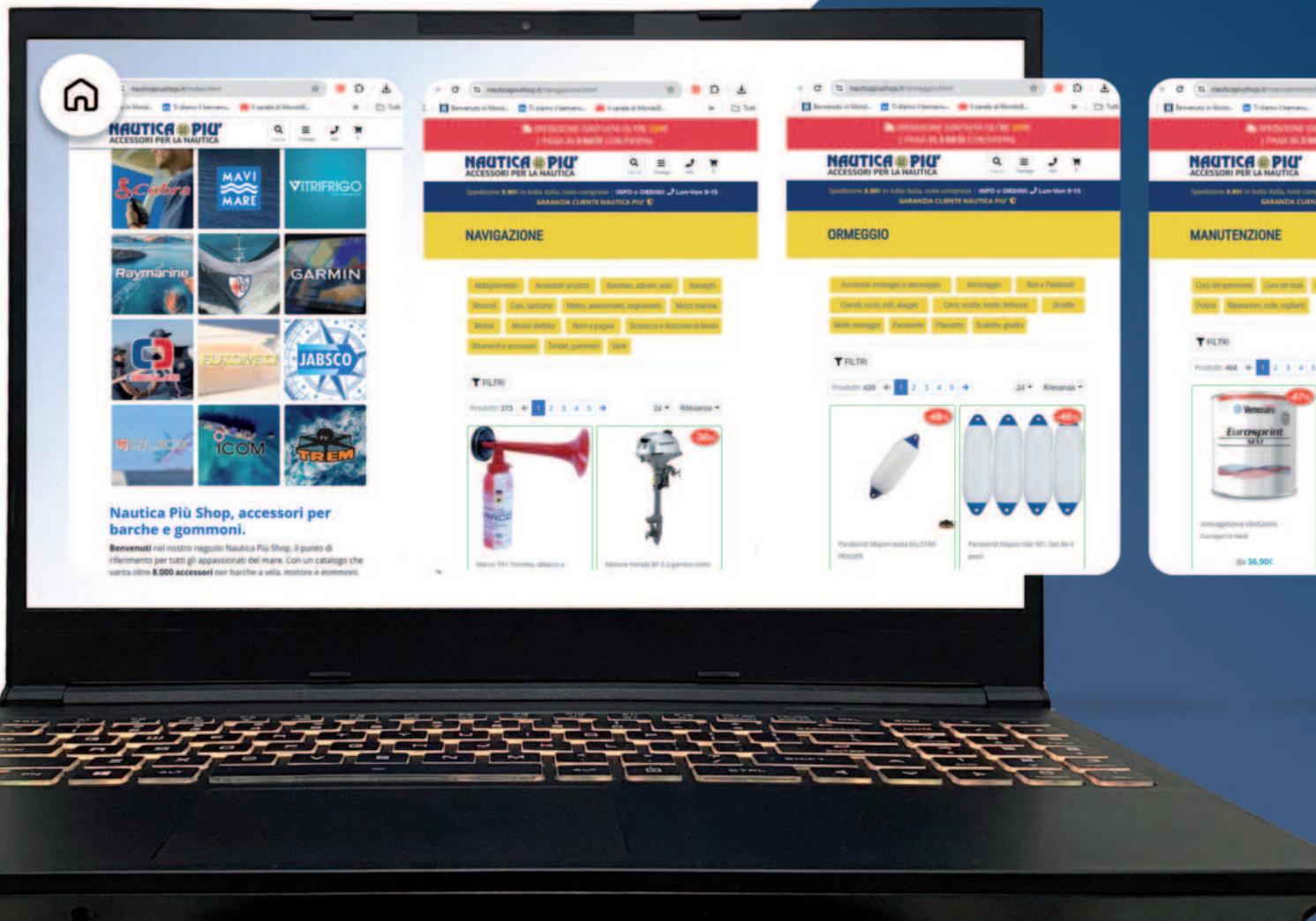


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Grand Soleil 40 11,98 m, pescaggio 2,15 m, albero standard in alluminio, motore Yanmar 40 HP nuovo, tanti lavori eseguiti, euro 119.000 trattabili, tel. +39 339/8099173



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, cuscineria 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



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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 entrobordo, 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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



Gommone 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 tagliandato, manetta elettr., euro 60.000, tel. +39 0761/612036 - info@nauticaforo.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 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 Coaster 580 anno 1999, 5,85 m, motore 90 HP Honda FB B, vis. Jesolo Lido (VE), euro 13.800, tel. +39 0421/91616 - dalvi@dalvi.it



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

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Kardis Mojito 30 tenuto in maniera impeccabile, tubolari rifatti nel 2024, 2x250 HP Yamaha 4 tempi, ore moto 1.034, superaccessoriato, euro 79.500, tel. +39 339/6031603



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



Legar 5.30 2010, ottimo stato, tubolari in neoprene, Honda 75 HP 4T a iniezione con 380 ore, consumi bassissimi, carrello perfetto da revisionare, euro 12.500, tel. +39 392/4159536



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



Lomac 460 Honda 4T 40 HP, senza patente nautica, rimorchio Ellebi LBN 520 da 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, cuscineria, accessori completi, rimessato al coperto, euro 6.600, tel. +39 340/4565440



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

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



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



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



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



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



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



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



Nuova Jolly Prince 27 Mercury 250 HP 4T del 2023, 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 - seatiemyachting@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@nauticafioro.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 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



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



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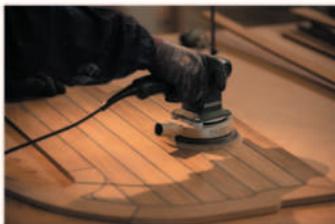
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Motore Mercury F2,5 MH, usato, anno 2017, ottime condizioni, euro 650, tel. +39 059/798915 - www.montorsisport.com



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



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



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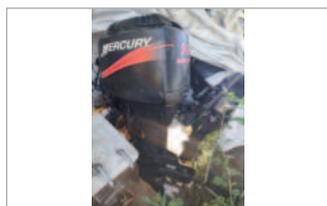
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Motore Mercury 90 HP 2T, perfetto e pronto per utilizzo, anno 2004, documenti in regola, completo di manetta, cavi, strumenti tra cui temperatura acqua e raffreddamento, euro Roma, euro 1.500, tel. +39 388/1437890



Motore Mercury Racing 150, pronta consegna, nuovo, euro 19.256, tel. +39 06/65024111 - +39 348/4435165 - info@giada96.it



Motore Mercury 15 cv, due tempi, gambo lungo, anno 2004, nuovo, zero ore, messo in moto per la prima volta qualche mese fa, introvabile in queste condizioni, vis. Marconia, euro 1.000 non trattabili, tel. +39 366/1464784



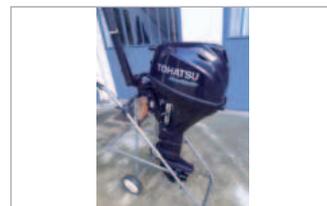
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Motore Suzuki DF40A, gambo lungo, nuovo, da immatricolare, euro 5.200, tel. +39 06/65024111 - +39 348/4435165 - info@giada96.it



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

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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 euca-lipto 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



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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

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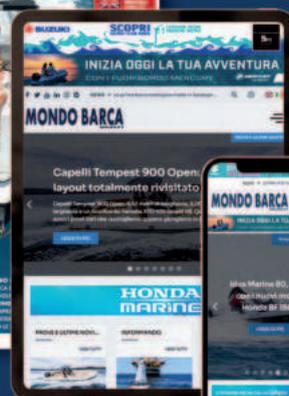
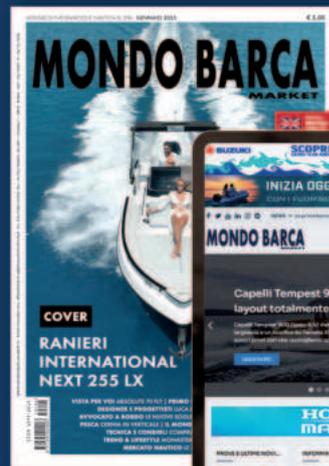
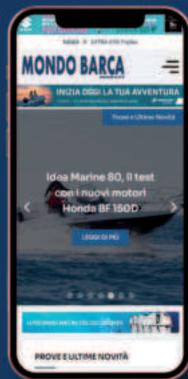


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