

# MONDO BARCA

MARKET

**COVER**

**RANIERI INTERNATIONAL  
255 SL**

2026  
**NEW  
BOATS**  
SPECIAL



**TEST**

**MASTER 775  
TUCCOLI T295 SF MONTECRISTO**

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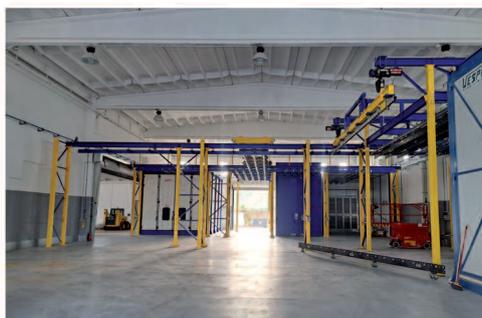
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TI  
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E A CASA  
di Enzo Arnesi



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# MONDO BARCA

MARKET

**COVER**  
RANIERI INTERNATIONAL  
255 SL

**SPECIALE NOVITÀ 2026**

**TEST**  
MASTER 775  
TUCCOLI T295 SF MONTECRISTO

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**Edizioni Annesi Srls**

### MANAGEMENT

**EDITORIAL OFFICE - ADMINISTRATION**

Via dei Lecci, 26 - 00062 Bracciano (RM)

Phone +39 06 99806045

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

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



### EDITOR-IN-CHIEF

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

### COORDINATOR

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

### ADVERTISING

Tel. +39 06 99806045 - +39 349 4068646

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

### CONTRIBUTORS

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

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# EDITORIAL

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**A**s this issue of Mondo Barca Market goes to print, the spotlight turns to the 65th edition of the Genoa International Boat Show, scheduled from September 18 to 23. Once again, this event plays a crucial role for the entire global boating industry.

We are proud to announce our presence at the renewed and strategic Boating Discovery space – stand BA29, among the outdoor areas of the Show – ready to share the latest news, voices, and perspectives from a constantly evolving sector.

The 2025 Boat Show is built around key themes: innovation, sustainability, and a global outlook. It is an occasion that goes beyond mere exhibition, becoming a platform for institutional dialogue, a breeding of ideas, and a hub for international networking. This is evidenced not only by the numbers – over 1,000 boats, 45 countries represented, 123 new launches – but also by Confindustria Nautica's determination to forge strategic alliances, such as the one with the 38th America's Cup. The Deloitte study, The State of the Art of the Global Yachting Market, presented alongside the official launch, offers a realistic yet optimistic analysis of the sector: projections for 2024 point to a slight dip in the global market (-5%), but Italy, strengthened by the superyacht segment, is still expected to grow. Clear signs of a sector capable of reacting, investing, and looking forward.

This year, the Boat Show will benefit from an exceptional setting: the new Levante Waterfront, a fairground designed by Renzo Piano, unfolding over navigable canals and spaces where water takes center stage. A choice that is not only aesthetic but symbolic, reconnecting Genoa with its natural element and providing the event with a scenography unique in the world.

“We are made of sea” is the motto of this 65th edition: not a mere statement of intent, but a declaration of identity. In Genoa, the sea is not just a landscape: it is culture, history, and work. And it is precisely in this symbiosis between city and sea that the Boat Show finds its true strength. We look forward to welcoming you in Genoa to experience an event that is more than just a showcase: it is a concrete opportunity for dialogue, growth, and vision. From our stand, discover a boating world driven by passion, enterprise, and new routes to chart.

“We are made of sea”.

And today, more than ever, we are ready to tell its story.

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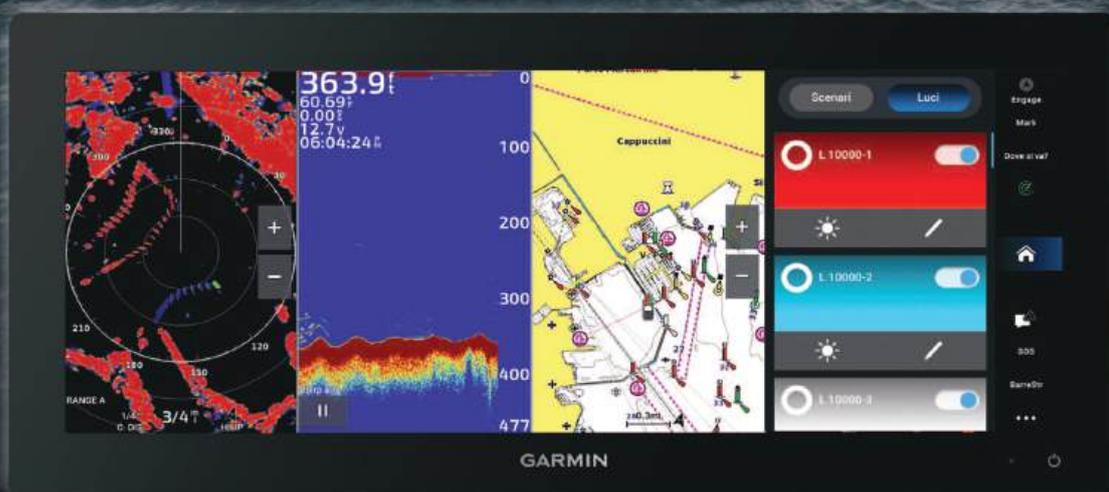


  
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# RANIERI INTERNATIONAL 255 SL

SPORTY LUXURY IN 25 FEET



Bold lines, well-distributed spaces, and refined finishes: the new 255 SL has stood out ever since its debut at the fall boat shows. It is the second model in the Sport Luxury range, launched in 2023, and it is no coincidence that it reinterprets the spirit of its larger sibling, the 275 SL, in a more compact size. With two distinct living areas and a cabin below deck, this newcomer proves that even under eight meters you can enjoy generous comfort and sparkling performance.



For the 2026 season, Ranieri International has put forward an ambitious strategy, presenting no fewer than four new models at the fall boat shows, ranging from flagship to entry-level. Three of them are new flagships (two for the “Boats” division and one for the “Inflatable Boats” division), while the other is the new addition to the Sport Luxury range: the 255 SL. Compared to the 275 SL, it is just 40 centimeters shorter — measuring 7.80 meters length overall — while maintaining its 2.55-meter beam, perfectly compliant with road trailer regulations. It is within these compact dimensions that the Calabrian shipyard has managed to combine the features and details typical of larger models, without compromising either performance or onboard livability. The layout, though inspired by American “party boats”, reflects a Mediterranean spirit with a distinctly Italian touch. On board, you’ll find large lounge areas, a double living setup, and a head: the ideal mix for a short cruise or a weekend getaway. But Ranieri International did not focus only on design: true to tradition, the shipyard also invested in technology, equipping the 255 SL with the latest-generation hull designed to optimize performance,

fuel consumption, and comfort at sea.

### STEP ABOARD

The first 255 SL unit immediately catches the eye with its elegant color combination: Miami Blue upholstery paired with an Ice White hull gives the boat a bold, modern look. On the transom, the 300-horsepower Mercury V8 outboard stands out, also finished in white. Customization options, however, abound: the 255 SL can be powered from 200 to 350 HP, in single or twin configuration, to suit different styles and needs.

The engine is framed by two swim platforms, flush with the cockpit deck, that make boarding easy. The portside platform integrates a retractable swim ladder, particularly convenient for offshore swimming. A central walkway connects the two platforms and, upon request, can be extended with an additional deck over the engine well — a practical solution that, thanks to hinges, still allows full tilt of the outboard.

Access to the aft living area is safe and easy via one of the two side walkways, protected by high bulwarks. Here, just like on the 275 SL, the shipyard





created an uncluttered, spacious environment: in the center sits a straight sofa with a backrest that can face forward or aft, whether to chat with guests or simply admire the sea. Beneath the bench lies a generously sized technical locker, also useful for storing gear and safety equipment. Those who want an additional relaxation space can choose the extended aft sofa option, which folds out into a true sun pad. Those who prefer shade can select from a wide range of options: roll-bar, fly-top, forward or aft carbon-pole sunshade, or the classic Bimini top.

Adding a table easily transforms the cockpit into a dinette, perfect for lunch or an aperitif at anchor. Thanks to foldaway seats along the bulwarks, there is room for up to five people — a remarkable result for a boat of this size. Behind the helm console sits the galley unit, fitted with a sink, two cup holders, and a countertop that can be replaced, upon request, with an induction cooktop. Below, to starboard, a refrigerator is installed, while to port there is a storage locker. The helm station, sheltered by a wraparound windshield, can be configured in two ways.

The standard version includes a three-seat bench with independent bolster system, allowing the captain and passengers to choose between standing or seated positions, complemented by a synthetic teak footrest. Alternatively, two individual swivel seats can be installed, turning the helm area into a lounge in combination with the cockpit seating — though at the cost of giving up the galley unit. The dashboard features the brand-new Simrad NSS® 4 multifunction display, which also integrates Mercury engine data



via NMEA 2000. Sleeker and faster than previous models, this chartplotter and fishfinder offers three hybrid control modes —touchscreen, rotary knob, and keypad — for maximum operability in any sea condition. Utility switches are located on either side of the dashboard, while the lower level houses the Zipwake display for automatic trim management.

Comfort-focused solutions are also included: to starboard, a smartphone holder and cup holder; to port, a stereo system with speakers along the bulwarks and in the bow for an immersive sound experience. Additional equipment includes a compass, USB and fast-charging ports, throttle, three-spoke sport wheel, VHF radio, and, below, a storage compartment that also provides direct access to electrical contacts.

Moving forward, you immediately appreciate the sense of safety when getting around on board: the windshield's stainless steel profile provides a solid handhold while underway, while a sturdy rail ensures protection and stability.



WATCH THE VIDEO





As with the 275 SL, the bow area has been carefully designed for both functionality and livability. Here you'll find a forward-facing double seat built into the front of the deckhouse and equipped with grab handles, alongside a large U-shaped sofa with removable headrests. This configuration easily converts into a spacious sun pad with the addition of a filler cushion, or into a second dinette complete with table and sunshade. Under the side cushions are lockers for storing safety equipment, while all the way forward are two cup holders and two synthetic teak steps, useful when boarding or disembarking from the bow. The windlass is housed in a locker, hidden from view, as is the anchor itself, recessed into the bow roller and invisible from the helm. For easier maneuvers, a

camera system for anchor handling is also available as an option.

#### THE CABIN

On the port side of the console, a sliding door leads below deck into a surprisingly functional space for a boat of this size. After three steps, you enter a small foyer that works perfectly as a dressing area or as a place to store bags and gear. In the first unit, the aft portion of the cabin was used as a luggage compartment. Two side portholes provide effective ventilation, ensuring comfort even on the hottest days. A concealed marine toilet is integrated into a dedicated, easily accessible compartment. One striking feature is the interior height: a remarkable 185 centimeters, rare in this category. For comparison, the 275 SL offers 175 centimeters, while the

255 LX, from the extra-luxury line, reaches 177.

This generous headroom provides greater freedom of movement and, together with other thoughtful design choices, makes the 255 SL a standout model in its class — ideal both for those who value ease of use and for those seeking performance and comfort. In under eight meters, Ranieri International has managed to condense functionality, design, and technology, offering a sporty and versatile boat with no compromises.

# RANIERI INTERNATIONAL 255 SL



## TECHNICAL SPECIFICATIONS

LOA	7.80 m
Registered length	6.97 m
Beam overall	2.55 m
Weight	2,000 kg
Engines	1-2 outboards
Minimum power	200 HP
Maximum power	350 HP
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# TUCCOLI T295 SF MONTECRISTO

## FISHERMAN HULL, CRUISER HEART

Last February, at the 2025 Pescare Show in Rimini, Tuccoli Marine unveiled the T295 SF Montecristo. An evolution of the renowned T295 fisherman, transformed into a day cruiser, this new version immediately caught the attention of the press and the public even before its launch: despite the display unit still being under completion, orders for seven boats were placed right away. A remarkable result, further confirmed by its nomination for the prestigious Best of Boats 2025 Award. Could we possibly pass up the chance to test it at sea? Naturally not — we set course for Marina Cala de' Medici.



At Marina Cala de' Medici, we board the new Tuccoli T295 Montecristo SF, where "SF" stands for Sport Family. Compared to the VM – Volpi Marco version, a pure fisherman fully equipped for fishing – this layout prioritizes cruising comfort without giving up its sporty soul.

The T295 SF Montecristo measures 10.30 meters overall (9.14 meters classified as a small craft) with a beam of 3.14 meters. It retains the robust, high-performance hull typical of a fisherman, with high sides, a vertical bow, and walkaround decks that ensure safety and livability on board, combining these qualities with a true day cruiser spirit thanks to its layout, comfort, and equipment designed not only for sport but also recreational and family use. The hull, a product of Tuccoli Advanced Manufacturing Technology (TAMT), features a progressive prismatic profile that

ensures stability and smoothness even in rough seas.

The double internal structure reduces vibrations and improves hull rigidity, while the targeted use of carbon fiber in certain components helps lighten the boat without compromising the strength needed to handle demanding conditions. This mix of construction techniques — blending handcrafting with innovative infusion systems — results in a boat appreciated for both build quality and comfort underway. Externally, the T295 SF Montecristo stands out for its carbon fiber t-top, lightweight and strong, which helps keep the center of gravity low and increases stability. The cockpit — the true heart of the boat — is modular thanks to the Tuccoli Modular Deck system, staying true to the shipyard's sport fishing DNA: spacious and well-equipped, it hosts two seats hiding live bait

tanks, along with dedicated storage areas. For recreational use, a central table — optionally foldable — can be added to expand the sunbathing area. Facing these seats are two additional spots, one to starboard and one to port. Under the starboard seat lies a real plus: a technical compartment over two meters long and about 55 cm in opening, ideal also for storing water toys or bulky gear. A detail that demonstrates the shipyard's careful attention to making the most of every centimeter. On the port side, the bench seat can be replaced with a storage chest.

The seat lids, like the t-top structure, are made of carbon fiber for lighter weight and easier handling.

Two steps lead under the t-top to a convivial area. Here you'll find a dinette for four with a table — which can be converted into a single bed — along with a galley





featuring induction burners (standard models include gas), a sink, and a 75-liter refrigerator. The side panels of the windows can be fully closed, but a “Nordic” version is also available with full-height glazing and a rear sliding door.

On board, attention to upholstery is evident: starting from the T250, Tuccoli adopted Sileather, an innovative, high-performance synthetic material designed for marine environments, made of 100% silicone on a polyester fabric base. The helm station, located to starboard, is designed for a single operator and integrates the Tuccoli SmartLink system, allowing centralized control of engines, electrical systems, and onboard devices — even remotely via smartphone or tablet. The dashboard houses two displays up to 16 inches, adjustable hydraulic steering, and Suzuki electronic throttles. Completing the setup is the Tuccoli Audio Performance system, engineered to provide an immersive sound experience through speakers integrated into the hull with calibrated resonances.

We conclude the exterior tour along one of the two walkarounds, about 28 cm wide and equipped with handrails, allowing safe and easy movement. Forward, a spacious central sunpad is flanked by wide, well-protected walkways leading to the anchor locker — a true terrace on the sea.

The interior layout reflects Tuccoli Marine’s desire to combine the functionality of a fisherman with the needs of a family seeking comfort and practicality. The layout offers up to four berths, distributed across two double cabins — one forward, one amidships — both with fixed beds and large windows providing natural light and good ventilation. Headroom at the entrance is 1.90 meters, slightly lower in the sleeping area. A separate bathroom with WC, sink, and shower is also included, perfect for spending several days on board in comfort.

#### SEA TRIAL

The T295 SF Montecristo in this test is equipped with two Suzuki DF300AP engines of 300 hp each,

for a total of 600 hp—the maximum power installable. It also features Zipwake automatic trim control, but it is ready for the installation of the new Seakeeper Ride and Seakeeper gyroscope.

At Cala de' Medici, the day is sunny and the sea calm. We depart the marina with about half a tank of fuel and 50 liters of water. Four of us are on board, including the driver, who informs us that the engines are fitted with 15x21" three-blade props and that the Zipwake system is active. Two factors must be considered in our evaluation: the T295 SF Montecristo is, as previously mentioned, designed for cruising; and we have roughly 7 tons of displacement. We fire up the full 600 hp and begin recording fuel consumption every 500 RPM, as usual. From the start, the boat confirms its fisherman soul: the hull glides effortlessly, very smoothly, and it planes in a few seconds. We maintain cruising speed for a few minutes — it's truly pleasant — and record the most interesting figure: at 4,500 RPM, we reach 25.8 knots with a total fuel consumption of 104 liters/hour for both engines. In other words, about 4 liters per nautical mile, giving an estimated range of around 144 nautical miles (267 km) with a full tank of 580 liters. An impressive result for a boat of this size, allowing long passages without frequent refueling. But of course, we are not here for a simple cruise —

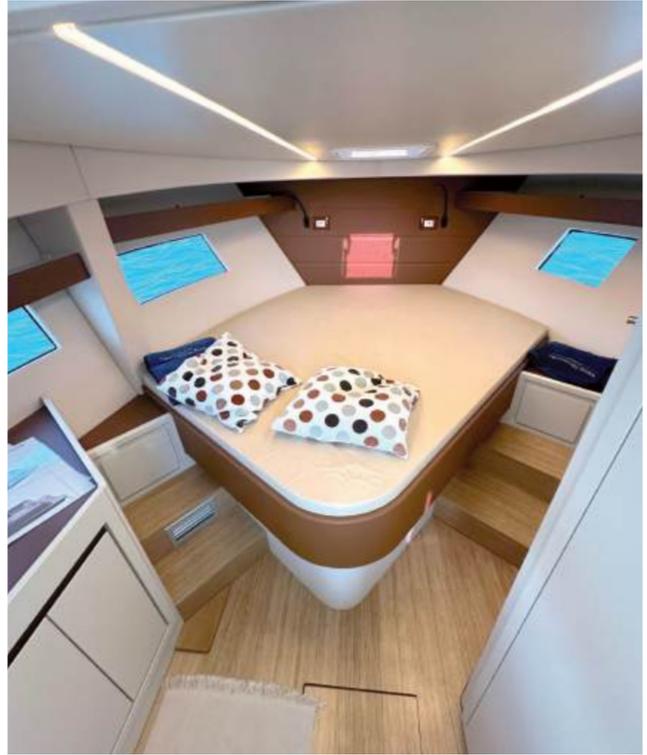
we want to push it.

Increasing the RPM, the two Suzukis make themselves heard. A note on engine noise: under the t-top, it is amplified — a detail that can be seen as positive or negative, depending on taste. We reach a fast cruise of 29 knots at 5,000 RPM, consuming 125 liters/hour total. We try a few sharp turns, and the boat responds with great precision: the hull maintains stability and control. Having confirmed its agility and maneuvering accuracy, we push to the maximum. We reach 5,900 RPM, 35.1 knots, and 190 liters/hour total consumption.

### CONCLUSIONS

We did not go beyond this, but as noted at the beginning, various factors must be considered: displacement, engine weight, layout, onboard equipment, and, of course, the number of people aboard. In tests under slightly different conditions, the shipyard reported a top speed of 42 knots. However, we believe this figure is not decisive: this boat is designed for leisure and cruising. It caters to a broad audience — from those seeking the solidity and seaworthiness of a fisherman to those desiring comfort and livable spaces for the family. Therefore, the focus should not be on maximum speed but on versatility, technology, and comfort — these are the truly





relevant aspects. These qualities are so well interpreted that they earned the T295 SF Montecristo a nomination for the Best of Boats 2025 Award, the prestigious international recognition selecting the best boats each year for innovative design, adaptability, and high construction standards. The Tuccoli T295 SF Montecristo is, without doubt, a boat designed to enjoy the sea in all its facets.

# TUCCOLI T295 SF MONTECRISTO

## TECHNICAL SPECIFICATIONS

LOA	10.30 m
Registered length	9.14 m
Beam overall	3.14 m
Draft	0.60 m
Displacement	6,970 kg
Water tank	150 l
Fuel tank	2x290 l
Engine	2x300 HP - 1x600 HP
Passenger capacity	8 in B - 10 in C
Cruising speed (approx.)	25/26 knots
CE certification category	B/C
Price from	€ 189,000 + VAT

### ENGINE OPTIONS

#### Suzuki DF300AP da 300 HP

Technology	4-stroke DOHC 55° V6, 4 valves per cylinder
Displacement	4,028 cc
Shaft version	X:635 mm
Bore x stroke	98x89 mm
Recommended rpm range	5,700/6,300 rpm
Alternator	12V - 54 A
Starting system	Electric
Weight	290 kg
Gear ratio	2,08:1

## EQUIPMENT

### STANDARD

Owner's double cabin; guest double cabin; water toys storage box; performance audio system; large forward sunbed; electric windlass; Sileather upholstery; galley with stove, sink and refrigerator; bathroom with shower.

## CONDITION ON TEST

Location	Marina Cala de' Medici
People on board	4
Water and sea condition	clear sky, calm sea
Fuel volume on board	300 l
Water volume on board	50 l

### ENGINE

Outboard	Suzuki 2x300 HP
Propeller	3-blade 15x21"

### CRUISING SPEED

**25.8** | **4,500** | **104**  
knots | rpm | l/h

## NAVIGATION DATA

RPM	SPEED knots	TOT. CONSUMPTION l/h
650	2.7	4.2
1,000	3.9	7.8
1,500	6	16.3
2,000	7.7	20
2,500	9.3	34.3
3,000	11.8	48.1
3,500	15.4	60.6
4,000	21.7	82.5
4,500	25.8	104
5,000	29.2	125
5,500	33.9	171.3
5,900	35.1	190

## SHIPYARD

### TUCCOLI MARINE

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SCOPRI DI PIU'



# MASTER 775

ADRENALINE AND COMFORT

by Luciano Pau



An 8.10-meter boat you can use to “really do it all”! An open RIB with all due respect, but with a hidden forward cabin for two people, ready to be used when needed for nautical camping. A Master RIB for those who love fast-paced adventures on the water, especially when properly powered!





For the so-called “gommonauti” (RIB enthusiasts), the Master brand has always been a point of reference. Quality craftsmanship of individual components (it is one of the few companies still able to produce almost everything in-house), high-performance hulls that enhance the thrill of speed on the water, and — last but not least — RIBs that are tested to deliver the best for boaters.

All tests are carried out directly by Annalisa Gargiulo, a lifelong RIB enthusiast and helmswoman at the shipyard, which is based in Carini, near Palermo.

The Master 775 model we are reviewing in this issue is part of the Leisure line, dedicated to classic recreational boating. It

offers spaces designed primarily for day cruising, with sunbathing and social areas, but the yard wanted to add a touch of originality. This comes in the form of a customizable sleeping area for two, usable as an emergency solution or by those who love nautical camping and adventure. It is accessed through the front hatch of the console and, besides the berth, it can be fitted with a marine toilet, both available as options. A single space for sleeping with a toilet included, but with the great advantage of avoiding the need to pitch a tent when spending the night at anchor or in port. This solution therefore combines the daytime benefits of owning a RIB with the excitement of living

on board in total autonomy, overnight stay included.

Aesthetically, the Master 775 features tubes with differentiated diameters (0.64/0.54 m), made of 1670 dtex Orca fabric, available in various colors, including carbon. A sporty-looking boat, the tubes are fitted only with two external rubbing strakes, while the upper forward sections carry contrasting grab handles in rubberized fabric. At the stern, the tube ends are sealed with molded caps that stop short of the fiberglass swim platforms. Only one platform comes standard with a boarding ladder; the second one is available as an option.

The standard setup, on the other hand, includes the fiberglass roll

bar model 699 (which also integrates the sunshade and navigation lights) and the bow roller with fairlead, electric windlass, 50 meters of chain, 8 kg anchor, and an external stainless-steel bow plate.

There are two relaxation areas. The first is at the bow, with a sunpad that partly wraps around the helm console, while the second is at the aft, obtained by completing the dinette. Here there is a C-shaped sofa with padded backrests, which can be converted into a sunbed by lowering the central table to create the base. Above the aft coaming, there is another padded surface that serves either as an additional lounger when kept flat, or as an access hatch when lifted, revealing the technical area beneath, where cabling runs and where the shower and water and fuel inlets are located.

Storage on board totals five lockers: three aft, under the sofa and interconnected, and two forward, one for general storage and the other dedicated to the windlass. Except for the latter, all lockers are fitted with lids, locks, gas struts for smoother opening, and drainage channels.

The console has soft, semi-rounded lines toward the bow, where there is a forward-facing passenger seat. From here, as mentioned earlier, you can access the space below, which can be fitted with a berth and toilet. Electric





actuators for the heavy hatch are available as an option, allowing it to be opened directly from the console with no effort. The acrylic windshield is more aesthetic than protective, being relatively low, and is flanked on both sides by grab handles. The pilot benefits from a three-tier dashboard: an inclined upper panel large enough for various instruments including a central multifunction display and a compass; a second panel for waterproof switches, engine controls, and radio; and finally a vertical panel with the steering wheel, standard with hydraulic steering. At the bottom there is a footrest for stand-up driving. The helm seat is a double bench with backrest, mounted on a locker with a forward-hinged lid. Inside, if desired, a cooking unit and sink can be installed. The 42-liter chest refrigerator, included in the test boat, is also optional.

### SEA TRIAL

I step aboard this RIB powered to maximum capacity — 400 horsepower, available either with a single engine or twin 200s. In our case, the boat was fitted with two



Mercury FourStroke 200s, six-cylinder 3.4-liter engines with 19" three-blade Enertia stainless-steel propellers.

Test conditions: a light breeze creating small ripples, partially cloudy skies. Onboard, we are three people including myself. Fuel load around 220 liters (tank capacity 450 liters), water tank empty.

The engines are lively and responsive, delivering power immediately from the first touches on the twin-lever controls. With a sudden push, the boat planes in just over two seconds and holds plane down to

2,300 rpm, corresponding to 13 knots. The 400 hp on such a sporty hull, with only two longitudinal strakes (one per side) running the entire length, means reduced drag, and at 3,000 rpm we were already at 26 knots with neutral trim.

Fuel consumption proved interesting: at this relaxing cruising speed, total burn was just 32 liters/hour (16 liters per engine!). As the rpm increases, so does the speed: 31 knots at 3,500 rpm, 35 knots at 4,000 rpm, and 38 knots at 4,500 rpm.

Consumption at these points rose respectively to 49 liters/hour

total at 3,500 rpm, 60 liters/hour at 4,000 rpm, and 86 liters/hour at 4,500 rpm. For the final push, I adjusted the trims: at 10% trim, rpm climbed to 5,000, speed to 44 knots, and consumption to 103 liters/hour; at 50% trim, rpm reached 5,500, speed peaked at 47 knots, and fuel burn rose to 128 liters/hour. I could not go beyond this.

Talking with the shipyard later, I learned that depending on engine mounting, reaching 5,800 rpm (the official max power) and maximum speed would have required raising the trims up to 90%. So, we were missing about



300 rpm, and I have no doubt that with those extra revs we would have easily hit 50 knots. However, as far as I'm concerned, and according to my philosophy of boating, I find comfort, manageability, and fuel efficiency more important than chasing top speeds more suited to offshore racing than to leisure boating. On these counts, cruising at a fast pace between 35 and 38 knots, the boat proved to be very comfortable, quick to respond even in sharp turns, with proportionate fuel consumption. Beyond this limit, in my opinion, it becomes territory for smanettoni (speed junkies), but the pleasure of relaxed cruising is somewhat lost. Adrenaline rises, but so must attention: at nearly 50 knots, obstacles or a larger wave appear at the last moment. That said, the engines performed admirably — powerful, fuel-efficient at cruising speeds, and never excessive even when pushed. Overall, a solid test and further confirmation of the quality of both boat and engines. The matching white finish of the outboards with the white tubes also added a touch of elegance. For those interested, the Master 775 also comes in a Fishing version, which uses the same hull but has a different deck layout. Good to know!



# MASTER 775

## TECHNICAL SPECIFICATIONS

LOA	8.10 m
Registered length	7.70 m
Beam overall	3.10 m
Internal beam	2 m
Weight without engines	1,100 kg
Watertight compartments	6
Tube diameter	0.62/0.54 m
Passenger capacity	16
Maximum installed power	402 CV (2x148 kW)
Fuel tank	450 l
Fresh water tank	77 l
CE certification category	C
Hull price from	€ 67,200 + VAT

## EQUIPMENT

### STANDARD

Two GRP swim platforms, one with retractable stainless-steel ladder; compass; handrails; shower with 77 l rigid water tank; GRP anchor roller with hawsepole; standard internal console instrument cover panel (canvas or forex); full roll bar with sun awning and navigation lights, model 699; storage pockets with USB port; hydraulic steering; electric windlass with 50 m chain, bumper plate and 8 kg stainless steel anchor; gas extractor; helm console with windshield; full cushions; table shaft; control panel; automatic bilge pump; lumbar seat; 450 l fuel tank with blower; horn; steering wheel.

### OPTIONAL

Winter cover; console instrument cover; lumbar seat cover; sun awning case; sun awning extension to bow; synthetic teak covering for swim platforms and anchor roller; full synthetic teak covering; carbon or gelcoat tubes in black, ivory, or grey; console interior layout with berth and lights; side panel for roll bar model 699; stove and sink for lumbar area; electric actuators for console hatch or aft locker (pair); 42 l refrigerator (basket); lumbar insulation with drainage; cockpit refrigerator in lumbar area; retractable stainless-steel ladder; fender cleats; hydraulic steering up to 200 HP; two portholes; four courtesy lights; marine WC with black water tank; complete stereo system with four speakers; shore power system; water ski pole.

## CONDITION ON TEST

Location	Palermo
People on board	3
Weather and sea conditions	partly sunny, slight seas, light breeze
Fuel volume on board	230 l
Water volume on board	0 l

### ENGINE

Outboard	Mercury Verado V6 2x200 HP
Propeller	3-blade Enertia Eco steel, 19" pitch

### CRUISING SPEED

**26,5** | **3.200** | **48**  
knots | rpm | l/h

## NAVIGATION DATA

RPM	SPEED	TOT. CONSUMPTION	TRIM
	knots	l/h	%
600	3	4	0
1,000	5	8	0
1,500	7	13	0
2,000	9,2	21	0
2,300	13	22	0
2,500	19,5	24	0
3,000	26	32	0
3,200	26,5	48	0
3,500	31	49	0
4,000	35	60	0
4,500	38	86	0
5,000	44	103	10
5,500	47	128	50

## SHIPYARD

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### RIVA 112' DOLCEVITA SUPER

Riva has launched the first unit of the new Riva 112' Dolcevita Super in La Spezia, the evolution of the renowned Riva 110' Dolcevita, a 34.37-meter flybridge yacht with a maximum beam of 7.27 meters. Designed to expand onboard spaces and rethink usability, this model represents a leap forward in comfort, functionality, and direct connection with the sea. Signed by Mauro Micheli and Sergio Beretta of Officina Italiana Design, in collaboration with Ferretti Group's Strategic Product Committee, the 112' Dolcevita Super offers significant innovations. Among these are large exterior areas, including a 35 m<sup>2</sup> beach club with an ultra-low sea-level platform and two large fold-down bulwarks that transform into side terraces, increasing livable space.

The beach club also features an extra-large sunbed sofa, an underlying garage for tenders and jet skis, and storage for two Seabobs.

The 24 m<sup>2</sup> cockpit is customizable and designed as a sea-facing relaxation area with sofas and freestanding furniture. At the bow, owners can choose between a C-shaped sofa with an oversized sunbed or an option including a jacuzzi.

The interiors have been thoroughly reworked: the main deck offers two layouts for the main salon, while the owner's suite has been enhanced with a walk-in wardrobe and large panoramic windows.

High-gloss rosewood and black hammered leather define the furnishings, emphasizing elegance and refinement. Propulsion is provided by a pair

of MTU 16V 2000 M96L engines, each producing 2,638 hp, with a top speed of 25.5 knots and a cruising speed of 23 knots. A version with M97L engines equipped with an SCR system for NOx emission reduction is also available. Onboard, advanced Humphree stabilization systems are installed, with optional Seakeeper NG18 gyros for optimal comfort underway. With sophisticated design and cutting-edge technical solutions, the Riva 112' Dolcevita Super confirms itself as a benchmark in the flybridge superyacht segment, combining luxury, performance, and technology.

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### SANLORENZO SL110A

Sanlorenzo has unveiled the SL110A, a new model in its asymmetric line, previewed at the Cannes Yachting Festival. Measuring 33 meters, the SL110A redefines the balance between design and functionality thanks to an innovative structural asymmetry that enlarges interior spaces and provides unobstructed panoramic views.

“SL110A represents a complete emblem of Sanlorenzo’s design essence, where elegance and clean lines merge with a drive for innovation. The SL110A concept precisely continues the advanced spatial ergonomics that made the historic SL108 a benchmark in the industry, clearly distinguishing it from the competition. This design vision is what, twenty years ago, allowed Sanlorenzo to establish itself in the large yacht segment”, stated Tommaso Vincenzi, CEO of Sanlorenzo. “Asymmetry is not just aesthetic: it makes the interior space more expansive, offering a window to the horizon and a sense of openness that transforms onboard living. This is a yacht designed for those seeking elegance combined with thoughtful architectural construction”.

The full-beam owner’s suite, with direct access to the bow pool, is conceived as a sanctuary at sea, while the pivoting beach platform and modular

outdoor lounge emphasize versatility. Designed by Zuccon International Project and Lissoni & Partners, the SL110A blends comfort, aesthetics, and performance up to 27 knots. Clean lines, intelligent architectural solutions, and the use of premium materials create an immersive experience where interior and exterior spaces merge.

Bernardo Zuccon commented: “Asymmetry in the SL110A is not simply a formal expression, but a tool that alters spatial balance onboard for a more captivating experience. It allows us to sculpt larger interiors, open panoramic views, and blur the boundaries between inside and outside. Every curve and volume reflects a conscious gesture toward architecture that enhances the owner’s connection with the sea”.

“Thanks to the new dimensions and clean lines, I believe the SL110A is one of the most elegant yachts Sanlorenzo has ever produced. Perhaps one of the most elegant currently in production. Its design is increasingly architectural and less nautical”, added Piero Lissoni.

#### SANLORENZO SPA

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### AB 95

Unveiled at the 2025 Cannes Yachting Festival, the AB 95 is the latest addition from AB Yachts, a brand of Next Yacht Group. At 28.5 meters long and 6.80 meters wide, the new model embodies the perfect blend of extreme sportiness, advanced design, and onboard livability.

Powered by a total of 6,000 hp, the AB 95 reaches a top speed of 50 knots thanks to three 2,000 hp MAN engines coupled with MJP waterjets, ensuring quiet operation, zero vibration, and exceptional maneuverability even at high speed. Its cruising range exceeds 500 nautical miles, making it suitable for extended coastal navigation.

The yacht features three well-organized decks, accommodating up to ten guests in four cabins, including two full-beam suites, with space for a crew of four, ensuring maximum privacy and comfort. Every environment is carefully designed to create elegant, relaxing atmospheres, with high-quality materials such as natural woods, technical fabrics, and advanced composites selected for both beauty and performance.

The design, by Archea Associati, emphasizes direct contact with the sea through large glass surfaces and a fully equipped beach area for tenders and water toys. The flybridge, accessible via two carbon staircases, stands out for a reverse glass panel that highlights the yacht's dynamic lines and provides a 360° sea view.

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## BLUEGAME BGF45

Bluegame, the Italian brand of the Sanlorenzo Group, presented the BGF45 in its world premiere at the 2025 Cannes Yachting Festival. The first model of the new BGF line, it represents a revolution in the multihull segment. Born from experience with the BGH-HSV, a zero-emission hydrogen chase boat developed for the 37th America's Cup, the BGF45 brings advanced racing yacht technology to the leisure market.

Developed in collaboration with hydrodynamics experts Mario Caponnetto and Francis Hueber, the BGF45 features an innovative foil-assisted system positioned between the hulls, reducing water resistance and improving speed, stability, and efficiency by over 40%. Measuring 14 meters in length and 6.5 meters in beam, the yacht is powered by two 600 hp Volvo Penta IPS engines, achieving

speeds over 30 knots.

Designed by Luca Santella in collaboration with Zuccon International Project, the layout maximizes internal volumes, offering two cabins and a versatile living area. The large and functional exterior spaces include a sunbed and beach area that enhance the open-air lifestyle.

Built with innovative materials and careful weight optimization, the BGF45 delivers high performance while maintaining a low environmental impact, also thanks to the hydrodynamic resistance reduction provided by the foil system.

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# RIVIERA 4300 SPORTS EXPRESS

During the 2025 Cannes Yachting Festival, Riviera unveiled the new 4300 Sports Express in its European premiere, a highly versatile vessel designed to deliver maximum onboard comfort, sportiness, and advanced technology. The 4300 features an innovative configuration, with a transom platform that transforms into a true sea deck for water activities.

The sporty cockpit includes a fully equipped barbecue, a bar area, and a climate-controlled dining zone with TV, while the bow deck offers a large sunbed

with a front lounge and integrated table. Interiors are built with high-quality craftsmanship and include a private owner's cabin, a guest cabin, a bathroom with a separate shower, an open-plan salon, and a fully equipped galley.

Propulsion comes in two options: Volvo Penta IPS 600 (2 × 440 HP) or IPS 650 (2 × 480 HP).



### RIVIERA

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

# SAXDOR 400 GTS



The Saxdor 400 GTS made its debut at the Cannes Yachting Festival with the open version of the 400 series, designed for owners seeking a direct connection with the sea.

This 12.4-meter boat, built on the proven twin-step hull shared with the GTO and GTC models, delivers efficiency, stability, and high performance thanks to the new Mercury V10 425 HP engines. The fully open deck with T-top, semi-walkaround layout, and fold-down side terraces maximize exterior space, while modular

seating and flexible layouts ensure ultimate versatility. The bow area features a convertible dinette that turns into a sunbed, and aft, two rows of sofas transform into a relaxation or dining area. The helm station, with three seats, is protected by a T-top with integrated windshield and optional sliding glass doors. With two below-deck cabins, the 400 GTS is also suitable for short cruises.

### SAXDOR

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



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### SIALIA 45

The Sialia 45, a high-performance full-electric cruiser, will officially debut in fall 2025, marking a significant step toward sustainable boating. Currently under advanced construction at the Polish shipyard, this 14-meter model combines efficiency, design, and technological innovation. Powered by two 300 kW electric motors, it reaches 43 knots and offers a range of 55 nm at 25 knots with the standard 500 kWh battery pack, extendable to 77 nm with the 700 kWh endurance module. For longer voyages, a biodiesel range extender is available in 140 kW or 350 kW versions, increasing range up to 240 nm.



The carbon sandwich hull with epoxy resin, produced using advanced infusion techniques, ensures light weight, structural rigidity, and acoustic comfort. The interior layout includes a full bathroom, one cabin, and an optional galley. On deck, the Sialia 45 is available in Runabout, Sport, and Weekender versions, each with different configurations. Dimensions include a beam of 4.2 meters and a draft of 0.9 meters. The AMPROS management system optimizes efficiency and performance, while fast charging allows going from 10% to 90% in just over 2.5 hours. Recycled materials and low-maintenance solutions — such as batteries guaranteed for 3,000 cycles — demonstrate Sialia Yachts' commitment to sustainability.

#### SIALIA YACHTS

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# DIVO YACHT

## DIVO YACHT: PASSION, EXCELLENCE, AND INNOVATION IN THE WORLD OF YACHTING

Founded in 2023 by visionary **Volga Diaugo**, Divo Yacht has rapidly established itself as a key player in the Mediterranean luxury yachting scene. Based in **Imperia**, the agency is renowned for its integrated and highly personalized approach, guiding yacht owners and enthusiasts through every stage of their journey - from brokerage to full management.

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#### Head Office

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Tel: +39 3389943994

Email: [info@divoyacht.com](mailto:info@divoyacht.com)

#### Cala del Forte Office

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Ventimiglia (IM), Italy

Tel: +39 0184955593 | +39 371 581 5273

Email: [ventimiglia@divoyacht.com](mailto:ventimiglia@divoyacht.com)

## RANIERI INTERNATIONAL QUARANTATRE Z AND QUARANTATRE TT

Ranieri International has unveiled two new flagships for its boat division. Measuring 13 meters, the Quarantatre Z and Quarantatre TT are next-generation walkaround boats designed for discerning owners. The Quarantatre Z features a lightweight and strong carbon hard-top, which lowers the center of gravity and gives the boat a bold profile.

The Quarantatre TT, on the other hand, has an elegant carbon T-top for extended sun coverage, ideal for those who enjoy open-air freedom without sacrificing comfort.

The windshields differ as well: the

Quarantatre Z has a glass windshield with a large dual-arm wiper for maximum visibility in all conditions, while the Quarantatre TT features a lower plexiglass windshield that protects effectively from wind and can be adjusted in height according to owner preferences.

Despite aesthetic and functional differences, both models share many features highlighting build quality and innovation. Both employ a twin-step hull designed to optimize performance: reducing drag, enabling faster planing, and ensuring stable navigation even in rough seas.

Exterior layouts prioritize comfort and social spaces, with large aft cockpits equipped with sofas and sunbeds.



Living areas include refrigerators, sinks, and ample storage for extended convenience. Notably, fold-down bulwarks were not adopted; keeping them fixed provides a functional result comparable to traditional side terraces without typical structural limitations, preserving hull integrity without compromising exterior usability. Interiors are modular and bright, offering high-end living spaces: cabins with detailed finishes, bathrooms with separate shower boxes, and the ability to divide spaces for maximum privacy. Both models are designed to support up to four outboard engines, ensuring high performance and great versatility.

**RANIERI INTERNATIONAL**

[www.ranieri-international.com](http://www.ranieri-international.com)

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

# CAP CAMARAT 9.0 CC SERIES2

Jeanneau presents the Cap Camarat 9.0 CC Series2, a boat that redefines the concept of the family day boat. With modern lines and an updated hull, it delivers comfort and performance in all sea conditions. The modular cockpit easily converts from a dining area to a sunbed, while the fold-down terrace on the port side facilitates access to the water.

Onboard, cutting-edge technologies include next-generation displays and maneuvering joysticks. Interiors are simple yet welcoming, with extensive customization options. Thanks to packages such as “Ambiance” or “Fishing”, the Cap Camarat 9.0 CC Series2 adapts to every boating style, combining practicality, elegance, and sporty spirit.



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### LANCIA 42

Unveiled in a world premiere at the 2025 Cannes Yachting Festival, the new Lancia Aprea 42 marks a significant evolution for Cantieri Aprea. Born from the collaboration with Victory Design and Brunello Acampora, it combines the timeless elegance of the Sorrentine gozzo with a contemporary and functional design. The “Wide” hull, redesigned deck, Family version interiors, and the new “Comfort Corner” confirm a boat conceived for maximum onboard livability and comfort.

The special “Aurora Gold” edition, with a golden hull and polished mahogany details, pays tribute to the reflections of dawn on the Capri sea. Not simply a smaller sister of the 52, the Aprea 42 is a boat with a strong identity and personality.



#### APREA YACHT & SERVICE SRL

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

### NEREA NY40 JASNA



“Clear”, “bright”, “shining”: this is the meaning of “Jasna”. Onboard this one-of-a-kind NY40, the name translates into lines, surfaces, and details that capture and reflect light. Built for a young owner based in Dubai, the boat features a unique Prismaviolet hull — a color-shifting violet inspired by optical prisms. This fully custom livery evokes virtual and digital worlds, appealing to a new generation of cosmopolitan, sophisticated owners

seeking unique pieces expressing their identity.

The project comes from the Marche-based boutique shipyard Nerea Yacht, founded by Dario Messina, where every new boat is created as a unique work. The NY40, developed with IDEAEITALIA, fully embodies this philosophy in its 12.19-meter length and 3.95-meter beam: clean lines, customizable design solutions, and a deep V-hull designed to handle any sea condition. The power option reaches up to two Volvo Penta D6 engines of 440 HP each.

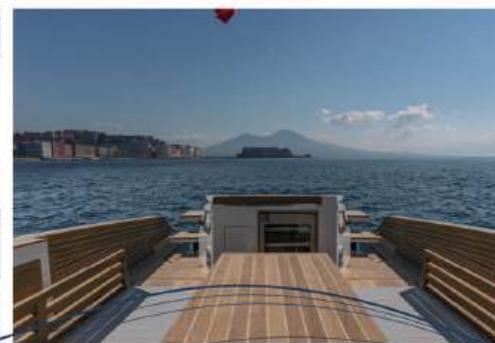
Interiors are minimalist yet refined, offering two cabins: a forward cabin with a spacious dinette and ample storage, and an aft cabin with two single beds that can be converted into a king-size bed. Innovative materials and color palettes highlight the interplay between light and technology throughout the interior décor.

#### NEREA YACHT

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

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### CRANCHI YACHTS A32 LUXURY TENDER

Cranchi Yachts expands its range with the A32, a model that reinterprets the character of the historic E30 Endurance and positions it in the Luxury Tender segment. Inherited from the A46, which inaugurated this line, the new A32 retains key traits, starting with a vertical bow that combines seakeeping qualities with contemporary design. “This project is inspired by the stylistic cues of the A46 Luxury Tender, a flagship of great success for this type of boat”, explains designer Christian Grande. “This time, the keywords were clean lines and spaciousness. The biggest challenge was conveying the luxury of a large yacht within just over 10 meters. The side opening helps achieve this by breaking the visual boundary with the horizon, transforming the A32 into a boat that evokes summer and

socializing”.

New onboard features include optimized seating in the cockpit, smoother walkways, and a more compact, practical sink that can integrate an induction cooking area on request. A forward lounge area has also been created. Connection to the water becomes central thanks to the integrated fold-down bulwark next to the sunpad, which opens to expand the deck and merge with the enlarged swim platform. The foldable stern completes the transformation into a true beach area, inspired by larger models. For maximum comfort, the A32 Luxury Tender can be equipped with a Seakeeper 2 gyroscopic stabilizer, power-assisted sunshade or hard-top, two refrigerators — one in the cockpit and a larger one in the cabin — enlarged tanks, and a next-generation audio system.

Interiors, finished with high-end materials, offer extensive customization, including oak slatted floors in the cabin, marble for the bathroom, and veneer and leather furnishings. Owners can choose between two pairs of gasoline engines or a pair of diesels, all with Volvo Penta inboard/outboard twin-engine technology.

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# AIATA WAYFINDER 38

The Wayfinder 38 made its double debut at the Cannes Yachting Festival with Cabin and Suntop versions. Designed by award-winning Finnish architect Jarkko Jämsén of Navia Design, this 11.57-meter walkaround features a sharp, flared bow designed to maximize space and enhance seakeeping.

The model's standout feature is its innovative modular design, offering convertible seating, integrated or removable tables, adaptable sunbeds, and even the ability to switch from an open to

a closed deck. This philosophy allows the boat to adapt to the owner's changing needs, seasonal variations, and market demands. Whether for day cruises, fishing trips, social gatherings, or short overnight cruises, the Wayfinder 38 focuses on versatility.

Interiors combine minimalist style with spacious layouts, while premium materials create a warm, welcoming atmosphere. Reflecting Aiata's high-performance DNA, the boat can be equipped with outboard engines up to 850 HP, ensuring excellent handling and speeds of up to 53 knots.

"In a period where the boating sector, particularly in smaller segments, faces certain challenges, we remain committed to our long-term plan and objectives set at the start of the Aiata venture", said Yutkun Tok, General Manager of Anadolu Motor, the group behind the brand. "Our modular concept has been enthusiastically received, confirming strong interest in a boat capable of evolving with the owner's needs over time, without compromising design or performance".

### AIATA - ANADOLU GROUP

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



# FINNMASTER GRANDEZZA 30 OUTBOARD



The Grandezza 30 Outboard made its world premiere at the 2025 Cannes Yachting Festival. This 9.35-meter sport cabin boat from Finnmaster is designed for coastal cruising and weekend outings, accommodating up to ten people with two cabins and four berths. Featuring a bright design, generous exterior spaces, and twin Mercury V8 250 HP engines, it ensures comfort, versatile performance, and excellent handling, all in the signature contemporary Nordic style.

### FINNMASTER

[www.finnmaster.fi](http://www.finnmaster.fi)



# RENEGADE 22

## CARATTERISTICHE TECNICHE TECHNICAL FEATURES CARACTÉRISTIQUES TECHNIQUES

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

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## FIM 560 CONTESSA

At the 2025 Cannes Yachting Festival, FIM presented the new 560 Contessa Sport Fly, marking the shipyard's entry into the premium segment. Compact, dynamic, and elegant, the 560 Contessa combines sophisticated design and functionality, thanks to the collaboration with Design aLOT for the exterior lines and Studio Nerocardinale for the interiors. The project integrates the FIM Driving Experience, developed with Designworks (BMW Group), for an immersive driving experience.



The yacht is the first in the world with a patented emergency flotation system, blending safety, technology, and Italian artisanal style. The official debut is expected in 2026.

### FIM

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# FINNMASTER GRANDEZZA 37 OUTBOARD

The Grandezza 37 Outboard, flagship of the renowned Finnish shipyard Finnmaster, debuted at the Cannes Yachting Festival. Measuring 11.55 meters in length and 3.50 meters in beam, this cabin boat combines modern design, high performance, and superior comfort, ideal for both day trips and longer cruises. Smart onboard layouts include two cabins, a bright salon, and seamlessly integrated indoor and outdoor spaces for maximum livability. The cockpit features a sliding aft seat, a functional wet bar, and an electrically operated sunroof. Powered by twin Mercury V10 outboards of 400 HP each, the 37 Outboard delivers stable and responsive navigation in all conditions, thanks to a hull optimized for performance and comfort. Reflecting the shipbuilding tradition of Ostrobothnia and Finnmaster's continuous innovation, this new flagship represents a perfect balance of elegance, functionality, and technology. The model displayed at Cannes is part of a 100% Made in Finland range, distinguished by construction quality and smart, sustainability-focused solutions.



### FINNMASTER

[www.finnmaster.fi](http://www.finnmaster.fi)

# MERRY FISHER 1095 SERIES2



The new Merry Fisher 1095 Series2, 10.45 meters in overall length, is available in Flybridge and Coupe versions. Both are designed for family cruising, offering comfort, functionality, and optimized onboard spaces.

The fully redesigned Flybridge version encourages socializing with forward-facing seating perfect for relaxing or dining outdoors. The more compact Coupe features a U-shaped cockpit lounge with two large roof panels that can be opened. The interior layout has been enhanced with an extended galley, more comfortable

cabins, and simplified access. With solutions for every need, the Series2 redefines coastal cruising, ideal for long adventures or weekend getaways.

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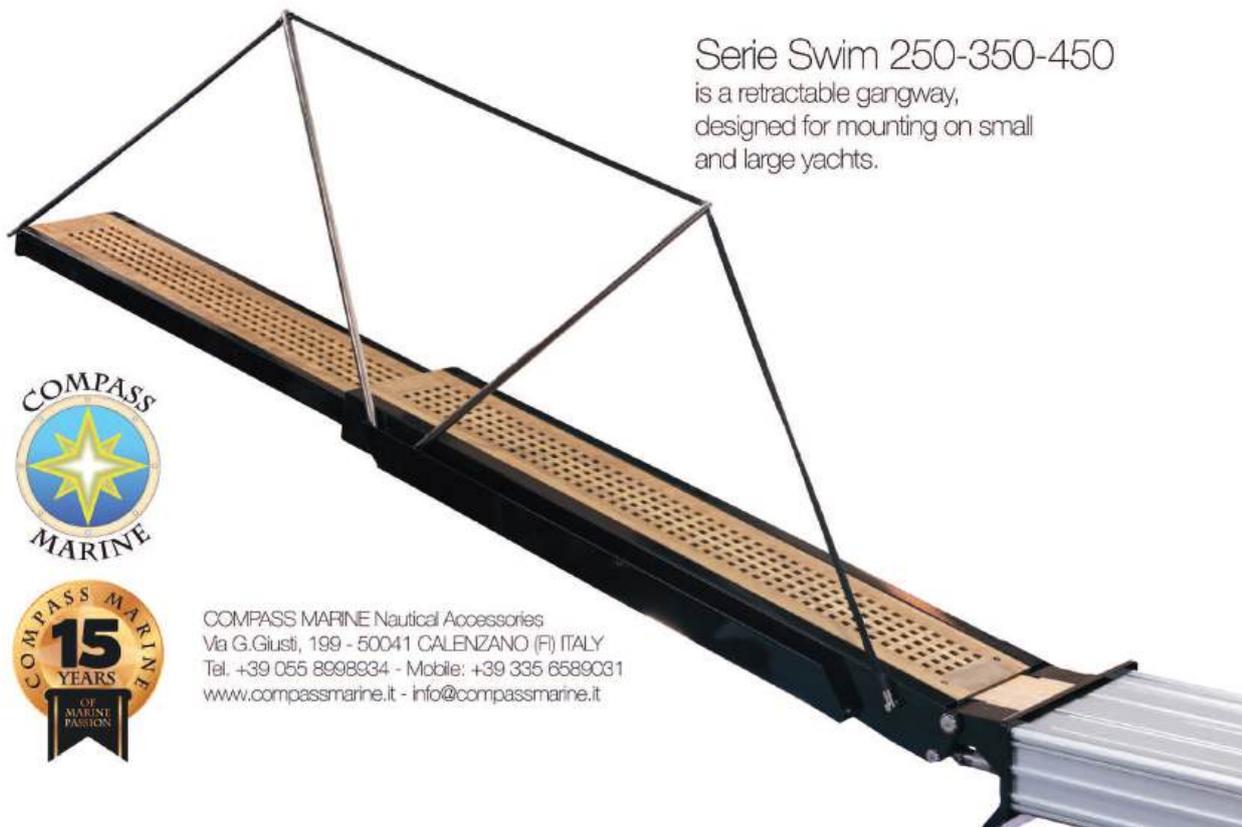
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### SESSA F48

Sessa Marine introduces the new F48, the debut model of its renewed Flybridge range, designed to combine Italian elegance, functional efficiency, and maximum onboard livability. Premiered on Lake Iseo, the F48 reflects the brand's evolution in response to a market increasingly focused on versatility, comfort, and build quality.

From a design perspective, the F48 features a spacious enlarged cockpit, creating a harmonious flow between indoor and outdoor areas. The main living space connects seamlessly with the exterior, enhancing socialization and usability, with two galley options: central inside or aft, serving the cockpit directly. The flybridge, the boat's social heart, is equipped with sunbeds, a bar unit, a dinette, and generous seating. The bow area serves as an additional relaxation space, with ample sun and privacy areas.

Below deck, the F48 offers three cabins: a forward master and two side guest cabins, all finished with premium materials, warm tones, and tailored details. Flexibility is further enhanced with a technical compartment that can be configured as a crew cabin or storage space.

The optimized engine room allows integration of gyroscopic stabilizers, desalination systems, and other personalized equipment, highlighting Sessa's attention to technical functionality. At 15.32 meters overall, the F48 blends technology and style, designed for owners seeking a modern, efficient yacht focused on a comfortable and engaging navigation experience.



#### SESSA MARINE

[www.yacht.sessamarine.com](http://www.yacht.sessamarine.com)

### ABSOLUTE NAVETTA 66



Absolute Yachts presents the Navetta 66, a 20-meter yacht combining design, innovation, and comfort. The terrace-style cockpit with glass railings and the spacious flybridge offer relaxation and social spaces.

The full-beam master cabin is located forward, while the aft VIP cabin features a comfortable bed and an open-space contemporary bathroom. The fourth cabin, at water level, provides breathtaking views reminiscent of an infinity pool.

#### ABSOLUTE

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### FOUR WINNS TH33 E TH38

Launched in 2023, Four Winns' TH ("Twin Hull") range now includes two new models: the TH33 and TH38. Developed in collaboration with naval architect Marc Lombard and Garroni Design, these power catamarans harmoniously combine efficiency, elegance, and comfort. Compact yet generous in space, the TH33 — 10.03 meters long and 3.83 meters wide — is designed for open-air enjoyment. The deck offers large social areas for sunbathing, while the aft ladder, positioned between two Mercury outboards, ensures direct water access. The galley includes a sink, waste bin, fridge, and optional electric grill, perfect for meals and aperitifs, while the helm features extra-large seats, dual 12" Garmin displays, and a 7" passenger screen. Below deck,

a versatile area can serve as storage or, with the optional Cabin Package, become a cozy retreat with mattress, reading lights, and leather details. The TH38, 11.83 meters long and 4.47 meters wide, elevates the Twin Hull concept, offering 46 sqm on deck and accommodating up to 14 people. Modular seating allows the cockpit to transform from a social lounge to a dining area. Two windshield options are available: full height for year-round comfort, or lower for a more open-air experience. Joystick controls, dual displays, and ergonomic console design ensure intuitive handling. Below deck, two air-conditioned twin cabins, each with a double berth, storage, blackout blinds, and private bathrooms with glass showers, guarantee true cruising

comfort. Hull windows flood the interiors with natural light, creating a relaxing atmosphere for extended stays. Both models can be fully customized in colors, electronics, and accessories.

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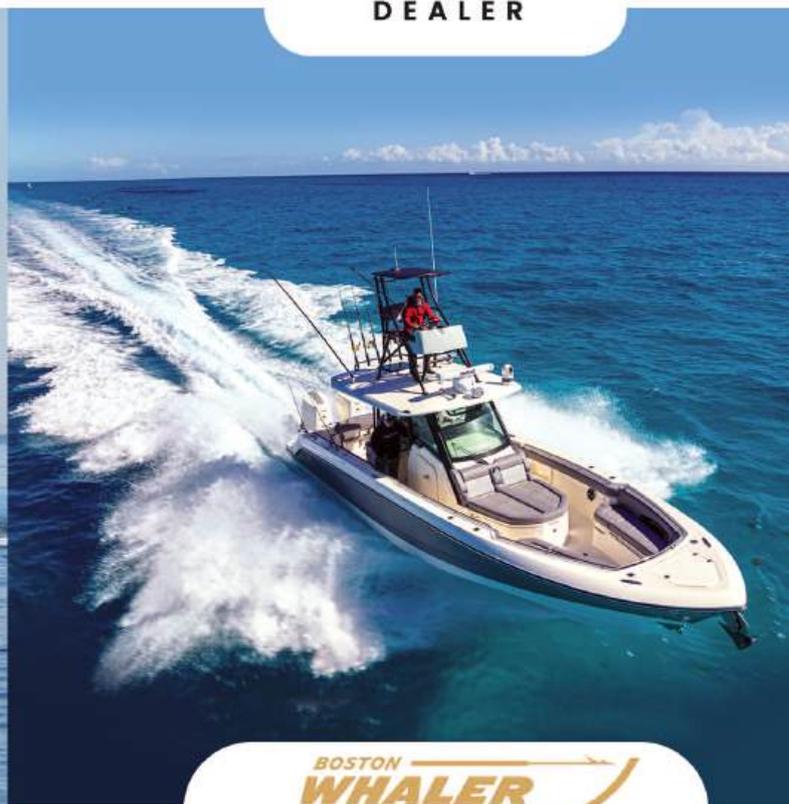
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### EVO R4 ICONE

Paying tribute to the shipyard's history, the Evo R4 Icone made its debut at the Cannes Yachting Festival, exactly ten years after the first Evo R4. One meter longer than its predecessor, the new model was designed with Valerio Rivellini to ensure an ever more comfortable onboard experience year-round, without sacrificing the brand's sporty character.

The profile features a sharp bow and wide hull windows, flooding interiors with natural light. On the main deck,

an enclosed hard-top area houses an automotive-style console, adjustable seating, and a large C-shaped sofa with movable backrest. A functional galley and convertible table complete the living space. Through a folding door, the exterior is easily accessible. At the stern, the XT platform, developed with Besenzoni, extends the area into a true sea terrace configurable to the owner's preferences.

Below deck, cabins feature Alcantara leather, Alpi wood, and tactile materials for warmth. Layout includes a fridge/storage area, hallway, and two spacious double cabins. Powered by twin Volvo IPS 650 engines producing 480 HP each, the Evo R4 Icone blends performance and Italian design.



#### EVO YACHTS

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

### CANTIERE MIMÌ LIBECCIO 13.5 CABIN



The new version of the Libeccio 13.5 Cabin, presented at the Genoa Boat Show, redefines the concept of the planing gozzo with a completely redesigned interior layout: three cabins (two doubles and one twin), two bathrooms with dual access, and a galley. Exterior spaces have also been redesigned for improved usability. Power is provided by two Yanmar engines of 370 or 440 HP, reaching a top speed of 30 knots.

#### CANTIERE MIMÌ

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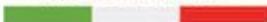


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## MAXI DOLPHIN MD78

After two years of design and intensive shipyard work, Maxi Dolphin launches the new MD78, a nearly 24-meter yacht combining luxury, innovation, and high-level performance. This one-off project was developed in collaboration with Giovanni Ceccarelli.

Conceived as a true fast cruiser, the MD78 blends the comfort of a cruising yacht with the performance of off-shore racing. The hull lines are the result of detailed CFD analysis, featuring a narrow beam at the waterline to reduce resistance and ensure excellent performance. The vertical bow and constant beam aft provide internal volume and stability, while the T-shaped lifting keel offers a variable draft from 2.90 to 5.15 meters, ideal for shallow waters.

The deck features two functional areas: a spacious cockpit for relaxation and a dedicated area for maneuvers, both carefully finished and characterized by a low, sleek coachroof. Fully customized interiors reflect the shipyard's "tailor-made" philosophy. The galley, located to starboard, opens onto the dinette, creating a practical and social environment. Forward, a master suite with private bathroom and separate shower is complemented by two VIP cabins with independent facilities.



### MAXI DOLPHIN

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

A large graphic advertisement for 'SEA DESIGN EXPERIENCE'. The background is a close-up of a wet, blue surface covered in numerous water droplets. In the center-right, there is a large, glossy, blue anchor. On the left side, the text 'SEA DESIGN EXPERIENCE' is written in a white, serif font, with 'SEA' in a smaller, blue font above it. Below the main text, 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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### BWA FLYER F38

Following the success of the Flyer F36, BWA presents the Flyer F38. Freshly debuted at the 65th Genoa Boat Show, the latest model continues the legacy of a line known for combining design, comfort, and performance.

The deck layout is designed for relaxation and socializing: the cockpit features a large sunpad and an L-shaped dinette with central table, served by a fully equipped galley unit. Protected by an elegant hard-top, the helm hosts two comfortable seats and an ergonomic console. The entire bow is dedicated to a large solarium, ideal for sunbathing, with integrated chaise lounges and cup holders.

Below deck, the Flyer F38 confirms its cruiser DNA. The spacious master cabin boasts generous headroom and large windows, flooding the interior with natural light. A guest cabin aft and a bathroom with separate shower complete the interior layout.

Measuring 11.85 meters, this maxi-RIB offers multiple engine configurations: twin or triple outboards, delivering total power from 400 to 800 HP.



#### RIBITALY SRL

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

### LOMAC GRANTURISMO 12.5 LIMITED EDITION AMARE



Lomac presents “AMare”, the limited edition of the GranTurismo 12.5, designed by Alessandro Martorana, creative director of Lomac Atelier. This exclusive showboat combines nautical excellence with Italian bespoke design, featuring custom upholstery and elegant chrome details. The interior retains a spacious layout, expanded by 30%, with premium materials and superior comfort. This marks the beginning of a collaboration redefining onboard

luxury, where fashion meets performance, creating a new icon of Made in Italy craftsmanship.

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## RANIERI INTERNATIONAL CAYMAN 50.0 HARD TOP

New flagship for the “Inflatable Boats” division of Ranieri International.

The Soverato shipyard expands the Cayman range with the debut of the 50.0 Hard Top, the largest model ever built in the series: an ambitious project that combines sleek lines, generous spaces, and innovative technical solutions, derived from the experience gained with previous models.

The result of years of development and research, the Cayman 50.0 HT stands out for a twin-chine hull designed to guarantee stability, optimal trim, and comfort even at high speeds. The carbon hard-top, with glass windshield and integrated wiper, combines functionality and style, protecting the helm area without interrupting the continuity of the exterior lines.

With a length overall of 14.40 meters and a beam of 4.40 meters, it offers internal and external volumes above the segment average.

The space layout is designed to guarantee usability and livability in every area.

At the stern, a large sunpad hides a garage for the tender, while the bracket integrates a retractable electric gangway.

The central area houses two retractable electric tables in the decking, flanked by a fully equipped kitchen with induction hob, stainless steel refrigerators, sink, and cutting board.

At the bow, in addition to the second sunpad, there is a double chaise longue facing the sea, ideal for relaxation. Below deck, comfort is guaranteed by two sleeping areas with four berths, natural wood finishes, and a large bathroom with separate shower box. The spaces are designed for long cruises, without compromise on elegance and functionality. The Cayman 50.0 Hard Top can be powered by up to four outboards, for a total power of 1,800 HP. A configuration that ensures high performance, excellent maneuverability, and safety in all conditions.

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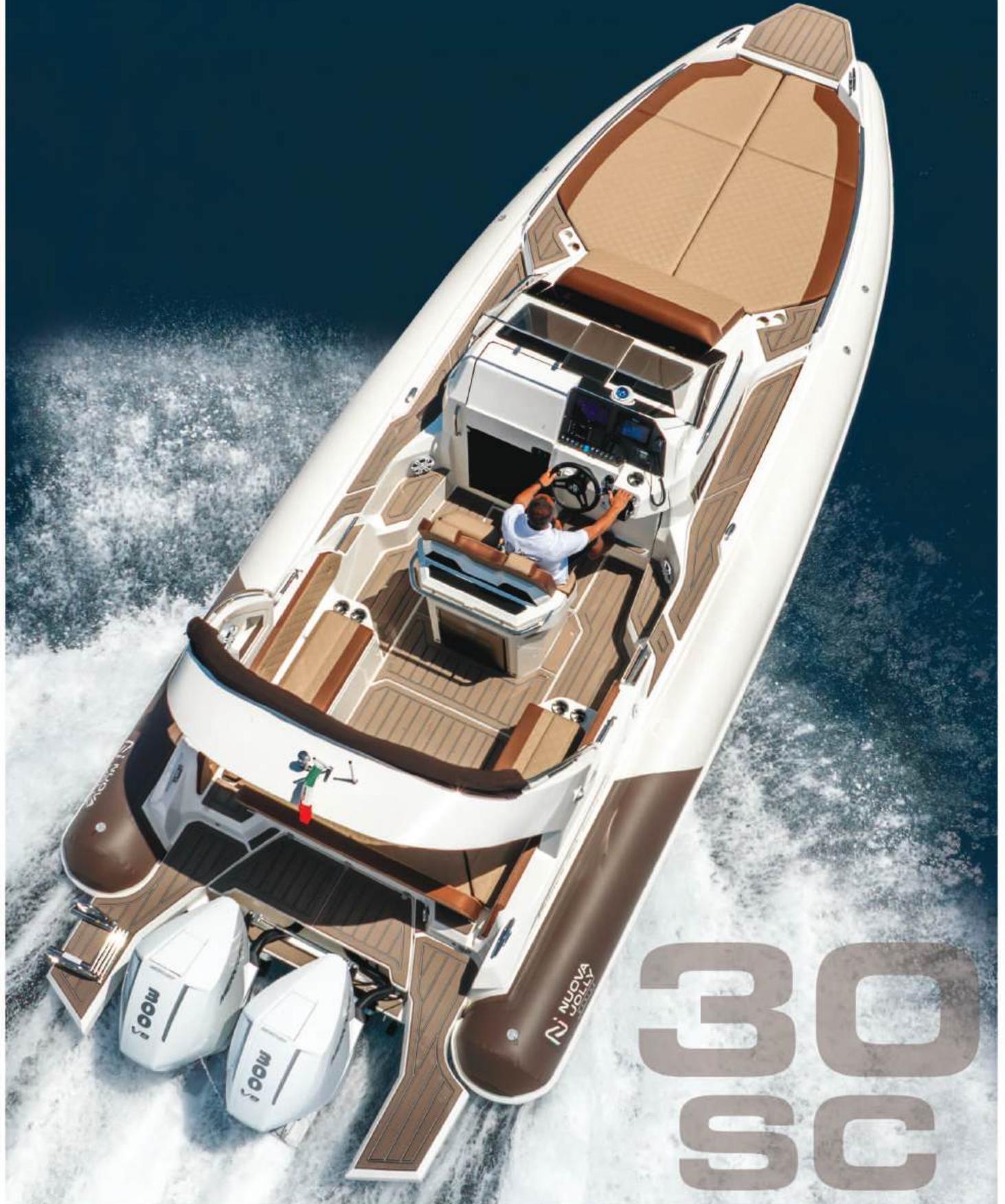
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### SCANNER ENVY 1300

Revealed in world premiere at the September boat shows, the new Envy 1300 from Scanner Marine enriches the Envy range with a model designed for those seeking a balance between high performance, onboard comfort, and refined design.

The Envy 1300 stands out for an elegant and clean line, with optimized spaces that enhance every detail. At bow and stern, large sunpads dominate, ideal for relaxing during day cruises.

The console and the deckhouse have been redesigned to offer superior livability, without compromising style. True to the shipyard's philosophy, the deep V hull with a straight bow guarantees stability, steering precision, and comfort, even in rough seas. But the real revolution is in the propulsion: the Envy 1300 is the first in the world to install a pair of the brand-new Mercury Verado V10 engines, 425 HP each, engines destined to redefine the standards of the category. Optionally, one can choose between twin or triple outboard propulsion, or inboard-outboard gasoline or diesel, for a maximum power up to 1,500 HP.

As usual, the project is signed by Donato Montemitro, founder of the shipyard, who just last year won the Design Innovation Award with the Envy 1500.

With a length overall of 13 meters and a beam of 4 meters, the Envy 1300 is equipped with tubes made of Hypalon-Neoprene 1670 dtex, with a diameter ranging from 62 to 70 cm, guaranteeing buoyancy, robustness, and excellent sea-keeping. Onboard, the spaces are designed to offer maximum comfort both during navigation and at anchor, with wide and functional living areas that accommodate up to 18 people. This makes the Envy 1300 perfect as a tender, but also ideal for long cruises with family or friends, without giving up the performance of a true maxi RIB.

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## BAGLIETTO LAUNCHES THE SEVENTH YACHT OF 2025: “SUI GENERIS” FROM THE DOM133 LINE

Baglietto celebrates another important milestone with the launch of the motor yacht SUI GENERIS, the seventh vessel delivered in 2025 and part of the prestigious DOM133 line, designed by Stefano Vafiadis. This new yacht confirms Baglietto's excellence in building custom boats that combine design, functionality, and personalization. SUI GENERIS stands out for its elegant hull and superstructure painted in a deep cobalt blue, giving the yacht a refined and unique visual identity. The DOM133 line is renowned for its large interior volumes, optimized spaces, and innovative

solutions such as the two-level beach club with an infinity pool and liftable floor, as well as panoramic terrace-style opening windows — all features confirmed in this new unit. The interior layout is highly customizable: two VIP cabins on the lower deck can be transformed into a full-beam master cabin thanks to a movable partition, offering flexibility and comfort. Special attention has also been given to expanding the central foyer to accommodate an artwork, merging aesthetics and functionality.

The sun deck features a custom-

designed pool to enhance the onboard experience.

Equipped with two Caterpillar C32 engines, SUI GENERIS reaches a top speed of 17 knots, providing reliable performance and cruising comfort.

Fabio Ermetto, Baglietto's CCO, stated: “This yacht represents the spirit of the DOM133 line — modern and elegant, capable of meeting the most sophisticated owners' requirements”.

**BAGLIETTO**

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# YAMAHA LAUNCHES NEW V MAX SHO 250 AND 200 HP OUTBOARDS

Yamaha expands its European range with the new V MAX SHO 250 and 200 HP outboards, designed for high performance and maximum responsiveness. Both engines share a 4.2-liter Super High Output V6, developed to provide immediate throttle response and robust torque, ideal for sport fishing and high-speed activities. The lightweight and compact structure, achieved with plasma-coated cylinders, improves the power-to-weight ratio and ensures maneuverability even in tight turns. The TotalTilt™ system allows fast and precise tilting, while the 70 A alternator provides continuous energy for all onboard devices.

Advanced technologies such as EFI electronic fuel injection, the TCI system, and 24 DOHC valves ensure efficiency, reliability, and quiet operation. Available from Q4 2025, the new V MAX SHO engines strengthen Yamaha's leadership in the high-performance outboard segment.



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# AZIMUT INTRODUCES NEURON



Azimut launches Neuron, the first fully digital yacht management system, designed to revolutionize the onboard experience with a focus on efficiency, simplicity, and remote control. Developed by Azimut's Technical Development department in collaboration with MDP Tech, Neuron integrates advanced automation, diagnostics, and monitoring functionalities into a single intuitive platform.

With Neuron, the owner can directly manage systems such as lighting, climate control, and entertainment via an app — even remotely — thanks to a customizable interface. The system also allows continuous monitoring of the yacht's status, reducing routine and extraordinary maintenance interventions by up to 70%.

An additional benefit is the smart assistance service: upon request, after-sales technicians can access the system for quick diagnostics and timely solutions, avoiding unnecessary physical interventions. The plug & play design ensures fast interventions on faulty components, while power management optimizes electrical consumption. Neuron reduces wiring weight by 50%, freeing up useful space onboard and increasing overall electrical system efficiency. After more than six months of testing on an Azimut Fly 53, the system is entering its final testing phase to become standard on all Azimut models up to 80 feet.

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# THE EVOLUTION OF A FISHERMAN

by Davide Acone

There are those who have always had a passion for fishing and those who approach this discipline as adults. We live in an era where the web and social media offer endless information, where everyone can share their own experiences and compete to show off the biggest fish... But are we sure all this is really useful for building the right path and becoming a good fisherman?



As a child, maybe 6 or 7 years old, I would spend my days perched on a rock or the pier of a small harbor, under the scorching August sun, with my mother begging me to dip my head in the water once in a while to avoid sunstroke... always barefoot, despite the sharp surfaces, and with a makeshift fishing rod in hand — when it wasn't just a simple line wound around a cork. In 90% of cases (and I'm being generous with myself here) I caught nothing. Yet every single day, there I was. Not a day went by without me trying again. Going to the sea to swim was never an option.

The only thing that mattered was fishing — or rather, dreaming of catching a fish. It didn't matter if it was big or small. What mattered was the feeling: I did it. Back then, anyone without a good mentor had to rely on the occasional tip from an old fisherman who, torn between jealousy and compassion, might quickly show you how to tie a knot—once—and then you had to practice it over and over until it stuck. There were no YouTube tutorials. Everything you learned came from very few sources and a whole lot of direct experience.

### THE RIGHT SOURCES

I still remember when my mother bought me my first fishing magazine—I was about 10 or 11. I must have worn that issue out, reading it dozens of times over. I knew the photos and the texts by heart, studying every detail, and from that day, I eagerly awaited the release of a new issue each month. But once again, there was a fundamental difference compared to “modern times”: interaction. If you had a doubt or wanted to ask a question, it wasn't immediate. You had to write a letter (yes, a paper letter), send it by regular mail, and then wait until the following month (if you were lucky — sometimes two or three months) to see it published in the reader's section, with the expert's answer. And that answer was gospel to us.



### FISHING SCHOOLS

In recent years, the role of the fishing instructor has become increasingly common, and the opportunities to join trips with expert captains have multiplied, combining theory and practice. In Italy there are various fishing charters which, depending on the techniques involved, offer the chance for already-experienced anglers to expand into unfamiliar methods, or for beginners to start from the ABC and speed up the learning curve compared to self-teaching. Even here, if you choose to join a charter, my advice is not to aim right away for the “photo fish”, but to ask the expert to explain everything you need to get there — starting with knots, gear, and how to read the electronics... even at the cost of “wasting” time that you could have spent fishing.

But the thirst for knowledge was so great that it went beyond just sea fishing: you had to know it all. Any fishing magazine on the newsstand was fair game — freshwater, surfcasting, boat fishing, spearfishing... plus special issues on specific techniques.

And what about VHS tapes? The first fishing videos learned by heart. Facts, lines, and images that still echo in my mind 20 years later, forming the foundations for understanding and easily applying even more complicated technical skills today.

### KNOWLEDGE OF THE SEA

Which comes first, the chicken or the egg? Meaning: is it better to thoroughly study the species living in our seas before going fishing, or learn about them by fishing?

Way too often I read people asking: “What fish is this?” referring to the photo of a wrasse, a jack, or a horse mackerel, sometimes lying in their kitchen sink. Most of the time, hundreds of answers follow... and reading them gives me a stomachache,

especially when people can't tell a grouper from a wrasse. But is it right to catch a fish and — without even knowing what it is, whether it's edible, legal size, or worse still, a protected species — decide to keep it and bring it home? The answer is obviously no, and the solution is within everyone's reach: study.

As a child, my bible was a huge book called *The Book of Fish*, which listed practically every Mediterranean species, from coastal shallows to the deep.

I knew them all, and thanks to that book, even today I could identify fish I've never actually caught or seen alive. Compared to the few resources that existed 25 years ago, nowadays it's much easier to expand your knowledge, and it's a step no fisherman should neglect.

### A LOOK BENEATH THE SURFACE

Many of the best and most renowned fishermen, including well-known competitors, come from the

### PASSION TO PASS ON

The dream of every die-hard fisherman is that their children inherit the same passion. With two kids, aged 7 and 5, I've often asked myself what the best way will be to pass on my love for fishing—avoiding, first of all, that they get bored, and second, that they rush things.

It would be easy to just hand them a rod and let them get familiar with the gear... But then I remember my own path: I've been fishing for as long as I can remember, and I got my first rod as a First Holy Communion gift. How did I fish before then? Handline, net, handheld spear... all gear that didn't allow big catches and often made it hard to catch even small fish. At the same time, it forced me to be resourceful, to develop instinct: spearing a fish by hand, however small, isn't the same as shooting it with a speargun. To succeed, you had to be smarter or faster. Same goes for scooping up a fish with a net from a pier.

With handlining, on the other hand, you developed sensitivity. Feeling the bite on your finger is not the same as seeing it on a rod tip—the contact is much more direct.

I believe it's worth sacrificing a few fishing trips, putting rod and reel aside, and fishing with a handline together with your kids; taking them underwater with a mask and small spear to show them where the octopus hide and how to coax them out... making the game difficult but stimulating, rather than just turning the handle of a reel.



world of spearfishing. Putting on a wetsuit, grabbing a speargun, and diving — maybe in the middle of winter in that spot swarming with boats in the summer — just to become part of that world: paying attention to details and signals, staying silent, being clever... That's how your mind begins to work like a true predator. And predators, as we know, don't always strike; often they just watch, waiting for the right moment that may never come. Those images and experiences stay with you forever, even when you're out with a rod. This doesn't mean you need to become a freediving champion to be a good angler, but — whether with a speargun or not, fully geared with wetsuit and fins or just a simple mask — putting your head underwater to observe what's happening is one of the most important things you can do.

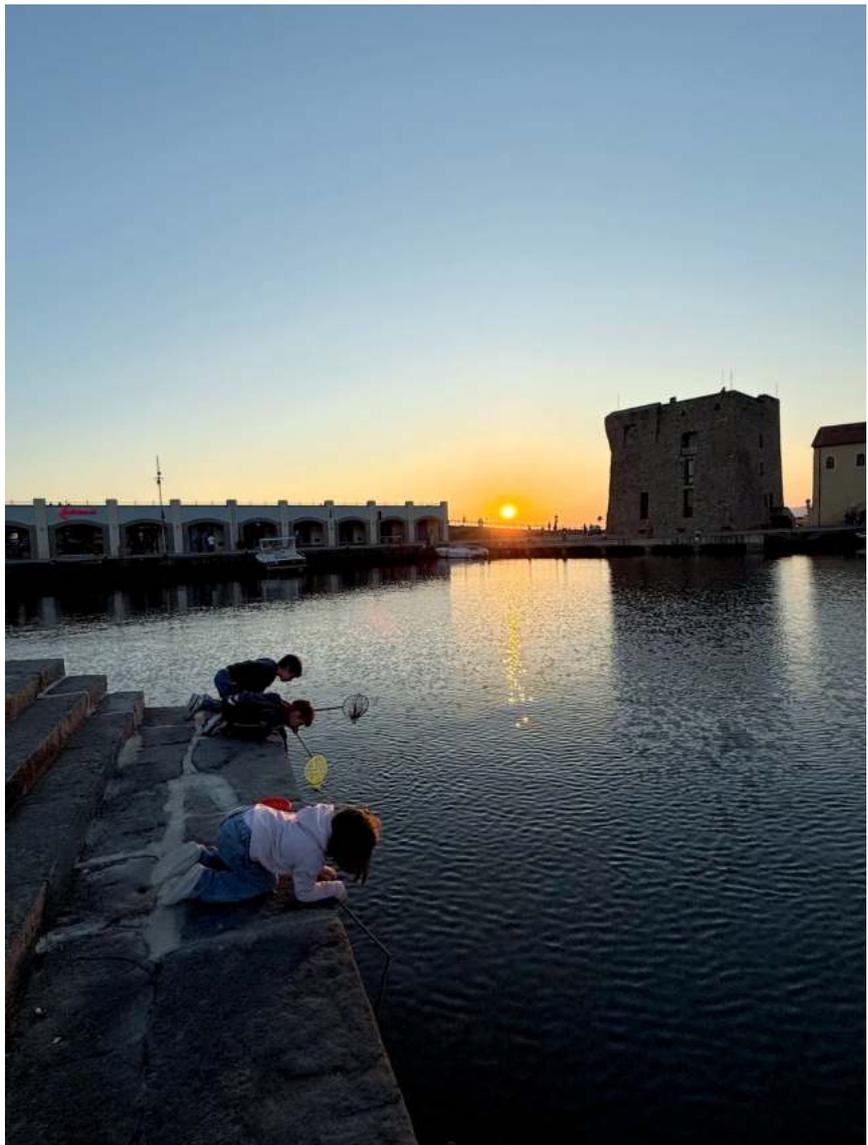
### STEP BY STEP

The big fish can wait!

Who said it's the size of the catch that makes fishing fun?

A 300 g bream, caught with properly matched or even underpowered gear, can be far more entertaining than a 5 kg dentex on 20 lb tackle. And in terms of experience, the difference is huge: learning to handle smaller fish with very light gear and ultra-thin lines will pay off later when you hook up with a big one — or an “unexpected” fish that bites on light tackle meant for something else.

Smaller fish bite more easily and give us the chance for many fights. Taking advantage of this



means pushing line diameters to the breaking point, making the game harder — even at the cost of losing small fish.

Another childhood memory takes me back to when I was about 10 or 11 and decided to spool my Bolognese reel with 0.10 nylon and use a 0.07 leader.

Bait? Live shrimp!

Every catch was a challenge on the edge, and 300–400 g sea bream kept me battling for 10 minutes. I'd catch dozens in one evening, breaking off often, but those experiences were crucial in preparing me to face much

tougher fights later with far bigger fish.

These rather personal reflections aren't a recipe for becoming the perfect fisherman — especially since I don't consider myself one — but they're solid foundations that can make the difference in many situations.

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# LAST BOAT TRIPS?

## HERE'S WHAT TO DO BEFORE LEAVING YOUR BOAT FOR THE WINTER

by Pierfabio Comparato

There comes a moment, between September and October, when trips at sea start to thin out. Days grow shorter, temperatures drop, and — even with a hint of nostalgia—we begin to realize that the season is truly coming to an end.

Before the end of the season and leaving your boat idle for months, there's one thing every good boater should do: prepare it for winter.

This isn't just an act of care—it's a real strategy to avoid costly problems when it's time to get back on the water. Here's a practical and comprehensive guide on what to do before saying goodbye to the season.



## 1. START WITH A THOROUGH CLEANING

Your boat needs to be cleaned... properly. Not just a quick rinse, but a complete, deep wash: hull, deck, interior, bilges, and especially all hidden areas where moisture and dirt accumulate. Remove encrustations, salt residues, sand, summer debris — anything that could deteriorate over time. A clean boat weathers the winter better, stays protected, and avoids nasty surprises when the season resumes. Don't forget to dry everything thoroughly, including cabinets, lockers, and interior surfaces: moisture is the number one enemy during the cold, quiet months.

## 2. OUTBOARD ENGINE: RINSE AND BASIC MAINTENANCE

If your boat has an outboard engine, it deserves maximum attention. After your last outing, rinse it internally with fresh water using a cover or tank. This removes salt from the cooling circuits.

Then:

- Change the lower unit oil (or check it if you did it recently);
- Inspect spark plugs, hoses, and seals;
- Spray an anti-corrosion protective on external metal parts;
- Remove the propeller to check for lines or debris caught.

Finally, cover it properly with a breathable engine cover.

## 3. CHARGE THE BATTERIES... THEN DISCONNECT THEM

Batteries must be fully charged before winter storage to ensure efficiency and longevity.

Once charged, disconnect them (or switch off the main onboard breaker) to prevent parasitic drains, power loss, and premature internal damage. If possible, store them in a dry, well-ventilated area, protected from temperature swings, away from heat or moisture, and check voltage every 4–6 weeks with a reliable tester.

A battery allowed to fully discharge over winter is often unusable by spring, causing unexpected costs, delays, and problems when restarting the season.

## 4. PROTECT DELICATE MATERIALS

Upholstery, cushions, awnings, and canvas tops suffer during winter due to cold, humidity, mold, and condensation. The advice is always the same: remove everything you can and store it in a dry, clean, well-ventilated space, away from moisture. If something must stay on board, cover it with breathable nautical covers and ensure air circulation. For stainless steel surfaces, apply a protective film against oxidation to prevent corrosion, dulling, and marks that are hard to remove in spring.

## 5. ANTI-MOLD TREATMENTS AND VENTILATION

Once cleaned and emptied, your boat needs to breathe. If you seal everything tightly, moisture will still find its way in and accumulate, encouraging mold, condensation, and lingering odors. Open hatches if you're in a safe area—or better yet, use natural dehumidifiers (like coarse salt), ventilation grilles, or specific anti-moisture products that can be replaced periodically to maintain effectiveness and keep the interior environment healthy.

## 6. WINTER COVER

A full cover is great for protecting your boat, but it must be done properly with the right materials. The cover should be durable, waterproof yet breathable, and well secured to prevent flapping, tearing, or water pooling in critical areas. Watch for water stagnation: create slopes with internal supports or structural elements so rainwater can drain off easily and not weigh down the cover. Leaving your boat "as-is" at the end of the season is the fastest way to find it in poor condition after just a few months. Following this maintenance and protection checklist, instead, preserves value, performance, and safety with minimal effort and long-term benefits.

The best time to take care of it? Right now, before autumn fully sets in.

And let's be honest: the satisfaction of finding your boat in order come spring, ready to set sail stress-free, is truly priceless.



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# HERITAGE MARKETING IN THE BOATING INDUSTRY

## A POWERFUL TOOL FOR BRAND POSITIONING AND MARKET STRATEGY

by Marine Surveyor Daniele Motta

If there is an industry that can truly boast history, culture, a sense of belonging, and excellence, it is the maritime sector. Indeed, there are players such as shipyards, engine manufacturers, magazines, insurance companies, and even individual professionals who, through their industrial or service production, have over time built not only their own history but also their success and market positioning.

Drawing on my professional experience on these topics, this article aims to explore a subject rarely discussed in purely nautical publications: Heritage Marketing and the commercial use of a company's historical assets. History — in its broadest sense — can certainly be considered a true asset that, if properly leveraged or developed, can serve as a powerful marketing and communication tool.

Heritage Marketing, in fact, can be seen as the instrument that transforms a company's historical legacy into a strategic value for communication and marketing, enhancing both identity and brand.

But what, concretely, constitutes this historical legacy that can lead a company to leverage its

history for communication and commercial purposes?

Obviously, mere time or the age of a company is not sufficient by itself. Historical heritage often consists of corporate archives: these may include editorial and commercial publications, drawings, projects, audiovisual materials, photographs, and — for shipbuilders — the actual vessels produced over the brand's history, or, in the case of insurance companies, historic policies.

Yet, not many Italian companies in the sector fully exploit their historical assets, despite having all the tools to do so.

This is where the much-lauded "Made in Italy" could truly be highlighted and better recognized.

Returning to the topic, corporate archives — and, in some cases, company museums — represent the raw material, so to speak, for Heritage Marketing.

Let's now examine the potential added value that Heritage Marketing can bring:

### 1. Market differentiation.

The first element allows a company to stand out in the market, gaining greater leverage

in contractual negotiations related to its product and pricing. It also emphasizes that the company not only has a historical identity but also a proven track record of quality and success.

### 2. Creating a sense of belonging.

Another key benefit is demonstrating value or examples of belonging both inside and outside the company. Think, for example, of an owner who possesses a particular model of vessel. In this sense, history can have a powerful impact.

### 3. Access to new markets or target audiences.

Heritage Marketing can also serve as a tool for entering new markets or developing additional target audiences. Temporary exhibitions, for instance, tell part of a company's history while acting as corporate communication tools with commercial impact. Editorial products, carefully selected from company archives, can also become effective storytelling and promotional tools.

### 4. Redesign and reinterpretation of historic models.

**MARINE SURVEYOR DANIELE MOTTA**

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

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

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

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



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

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

Lastly, but no less important — particularly relevant in the recreational boating sector — is the design and commercialization of products that reinterpret historic models. The commercial, emotional, and sustainability impact of Heritage Marketing, when applied to iconic yacht designs and combined with the strategies mentioned above, is difficult to overstate.

Stories of successful enhancement of corporate archives and company museums demonstrate unequivocally how Heritage Marketing can, sometimes independently, be a winning tool that elevates a company’s history rather than simply preserving it. In Italy, although this phenomenon is numerically more prominent in sectors such as automotive or rail transport, there are already numerous successful cases showing how powerful Heritage Marketing can be. A prime example is the work of Fondazione FS, which over ten years has turned a substantial corporate archive into a living resource, reviving its history not only through archival preservation but also through the commercial use of historic assets — such as railway vehicles.

In conclusion, few communication tools can be considered as impactful and effective, at least in potential, as Heritage Marketing in the Italian nautical context — an industry where, it must be said, few countries can match us in terms of history and quality.





# THE PERFECT OUTFIT FOR EVERY SEA ADVENTURE

## SVB MARINE'S TIPS FOR CHOOSING AND CARING FOR YOUR SAILING TECHNICAL GEAR

When heading out to sea, technical clothing is a key part of your sailing gear. Choosing the right outfit requires considering your sailing area, the season, and your role on board. Good gear doesn't just provide the comfort you need while sailing—it also needs to be functional, allow full freedom of movement, and protect you from the elements, helping maintain a stable body temperature.

In this article, with SVB, you'll discover what to wear on board and the key features of ideal sailing apparel. You'll also find practical tips for caring for and washing Musto and Gill garments, available on the online store [svb-marine.it](https://svb-marine.it), along with many other options designed for true sea enthusiasts.

**THE THREE-LAYER PRINCIPLE**

Breathability, waterproofing, and durability: these are the essential properties of quality sailing clothing. Materials can be thicker or thinner, but this doesn't affect the thermal performance. There are no "warm" boat clothes; there is only proper layering—the perfect combination of different clothing layers. Let's take a closer look:

- Base layer (baselayer):

Functional underwear that wicks moisture and keeps you warm. In colder climates, merino wool is ideal; for warmer climates, synthetic fibers work best.

- Middle layer (midlayer/insulating layer): Absorbs moisture from the base layer and keeps the body warm.

Depending on your sailing area and the prevailing climate, the midlayer can be a t-shirt, long-sleeve shirt, sweater, fleece jacket, or softshell jacket.

- Top layer (toplayer): The outermost sailing layer, primarily providing protection from the elements. Taped seams and waterproof zippers are especially important to ensure optimal protection against moisture.

Inshore sailing clothing usually consists of two layers, making it lighter than offshore clothing, which can involve up to four layers. This brings us to an important distinction between sailing gear designed for coastal waters (inshore & coastal) and for offshore/ocean sailing.

**OFFSHORE AND OCEAN SAILING GEAR**

Designed for sailors far from



shore, offshore gear offers maximum protection in extreme conditions thanks to its multiple layers. Heavier but highly functional, it typically features a high collar to protect the mouth and ears.

The hood should be reflective for high visibility in case of a man-overboard situation, with a sufficiently stiff and curved visor so it doesn't obstruct your view when the drawstrings are tightened.

For optimal insulation, the jacket should have closure with felt panels, including at the wrists, and tightly stitched or heat-sealed seams to make it fully waterproof. Pockets are essential, especially on longer trips, and should have top-to-bottom zippers, leaving one hand free for maneuvers.

Some of these features can be found, for example, in the Gill OS2 women's jacket, with a water column rating of <30,000 mm.

**WATER COLUMN**

The water column measures the waterproofness of technical

fabrics, such as those used in sailing gear. It represents the millimeters of water a fabric can withstand before it starts to leak. The higher the number, the more waterproof the garment.

For example, an offshore sailing jacket has a water column of <30,000 mm, while a coastal jacket is <15,000 mm.

**INSHORE AND COASTAL SAILING GEAR**

Ideal for coastal sailing: waterproof, breathable, and windproof, but less technical than offshore gear.

Lighter and more affordable, it features a lower collar than offshore jackets. The hood should cover the ears and protect against strong wind.

Color is also an important factor when choosing sailing gear, whether coastal or offshore, and it's best to choose bright colors and fabrics with reflective surfaces.

The Musto BR1 men's jacket is a good example of inshore gear, with a water column rating of <15,000 mm.



### CARING FOR SAILING CLOTHES

Not all technical garments are created equal, even if made from the same material.

Always check the label before washing.

For Gill OS2 and Musto BR1 jackets, we recommend rinsing off salt deposits inside and out after each use, avoiding direct sun drying.

After multiple washes, it may be helpful to restore waterproofing with a specific treatment.

Always follow the manufacturer's care instructions sewn inside the garments.

Do not iron or bleach.

### THREE MYTHS ABOUT WASHING SAILING GEAR

Do you know some common misconceptions about washing sailing gear? Here are three:

1. Sailing jackets shouldn't be washed.

False! Regular washing removes salt and dirt, maintaining functionality and longevity.

2. Saltwater doesn't damage clothing.

False! Salt crystals clog the fabric's pores, reducing waterproofing and breathability.

3. Dry cleaning is always best.

False! Not all technical fabrics are compatible with the solvents used in dry cleaning.

On the SVB Marine website, you can also find a complete guide on washing, drying, waterproofing, and storing sailing gear to ensure it lasts over time.



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VHF 09

# TRADE WARS AND DUTY MITIGATION TOOLS: ACTIVE IMPROVEMENT

by Att. Massimo Fabio and Att.. Giulia Ripa

In an international scenario constantly evolving due to a negotiating game — between the USA and the EU — that seems far from stable, it is more relevant than ever to focus on the certainties offered by EU regulations to mitigate the overall impact of duties. Among these, of particular interest to shipyards is active improvement, under Article 211 of the Union Customs Code (UCC)<sup>1</sup>. Under this regime, non-EU goods can be used within the Union customs territory in one or more improvement operations without being subject to:

- import duties;
- other charges (VAT and excise duties), as provided by other relevant provisions in force;
- trade policy measures, insofar as they do not prohibit the entry or exit of goods to or from the Union customs territory.

Active improvement aims to encourage and facilitate the activity of EU export industries by allowing third-country goods to be temporarily imported for processing, intended to be

re-exported in the form of main compensating products<sup>2</sup>. Under the current system, operators can now freely choose whether to re-export the compensating products or declare them under another regime. Linked to this development<sup>3</sup> is the application of the general principle contained in Article 85 of the UCC to the active improvement regime, according to which the amount of import duties is determined based on the rules for calculating duties applicable to goods under suspension at the time the relevant customs obligation arises. According to this principle, the operator may import the compensating products obtained from the transformation, applying the duty rate applicable to them rather than that applied to the raw materials, as was the case under previous rules. The choice of the taxation method the operator intends to apply to the compensating products, in the event of release

for free circulation, must be made at the time of submitting the application to use the regime. This choice determines whether a prior examination of the economic conditions is necessary, particularly when the operations involve sensitive goods. The term “improvement” refers to transformation, processing, assembly, mounting, repair, and all other cases provided for by the UCC. The regime allows goods to be imported — without paying any duty (VAT and excise) or being affected by any trade policy measure — for the purpose of improvement within the Union and subsequent re-export as compensating products. Goods imported under the active improvement regime are normally intended to undergo operations (Articles 223 and 224 of the UCC) such as:

- processing of goods, including their mounting, assembly, or adaptation to other goods;
- transformation of goods;

**ATTORNEY MASSIMO FABIO**

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

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

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



- repair of goods, including readjustment and fine-tuning;
- use of certain goods, determined according to committee procedures, which do not appear in the compensating products but allow or facilitate their production even if they are partially or fully consumed during the process.

All products obtained through these operations are defined as compensating products.

Active improvement operations require authorization.

Authorization is granted exclusively to persons who meet all the following conditions (Article 211, para. 3, UCC):

- a. established within the Union customs territory;
- b. provide all necessary guarantees for the orderly conduct of operations;
- c. if a customs obligation or other taxes may arise for goods subject to a special regime, provide a guarantee under Article 89;
- d. for temporary admission or active improvement regimes, use or cause the goods to be used, or perform or cause the improvement operations to be performed.

The movement of goods (Article 179, para. 1, UCC<sup>4</sup>) subject to the active improvement regime (as well as temporary admission or end-use) can take place between different locations within the Union

customs territory without customs formalities other than those indicated in Article 178, para. 1, letter e). This provision, in particular, requires the accounting records of the authorization holder to be able to track the location of goods and provide information on all movements.

To be recognized the right to carry out active improvement operations, the interested economic operator must submit an application to the competent customs authorities as designated under the domestic customs rules of the individual Member States.

With Commission Implementing Regulation (EU) No. 2017/2089, dated November 14, 2017, the Customs Decisions System (CDS) was introduced, through which applications for authorization for different customs regimes can now be submitted. Among these is the so-called IPO: authorization for using the active improvement regime, under Article 211, para. 1(a) of the UCC. The competent authority grants authorization to the entity that must carry out or order the operation. Article 211, para. 3, of the UCC sets out the cases and procedures for issuing authorizations with retroactive effect.

**Note:**

1- Reg. (EU) No. 952/2013 (Union Customs Code).

2- See M. Fabio: "Customs Law and Practice", Ch. 13, WKI, 9th ed., 2025.

3- See, in this regard, Circular of 19 April 2016, No. 8/D.

4- Reg. (EU) 2446/2015.



**IS THERE A NAUTICAL ETIQUETTE TO FOLLOW EVEN AT ANCHOR?**



Being at anchor means relaxing and enjoying the sea, but also respecting some unwritten rules to ensure safety and good coexistence among boaters. First of all, it is essential to maintain an adequate distance between boats to avoid collisions, especially in case of gusts of wind or sudden currents. Noise should be kept under control, avoiding loud music or shouting that could disturb others. Another important aspect concerns waste management: it is forbidden to throw objects into the water or on the beaches, to protect the marine environment. When performing maneuvers, it is good practice to greet neighbors and pay attention to their vessels. Proper use of navigation lights and moorings also helps prevent accidents during the night. Finally, mutual respect and a courteous attitude contribute to creating a serene and pleasant atmosphere for everyone. Following nautical etiquette at anchor is therefore essential to fully enjoy the boating experience.

**WHY IS THE NAME “NINA” NEVER CHOSEN FOR A BOAT?**

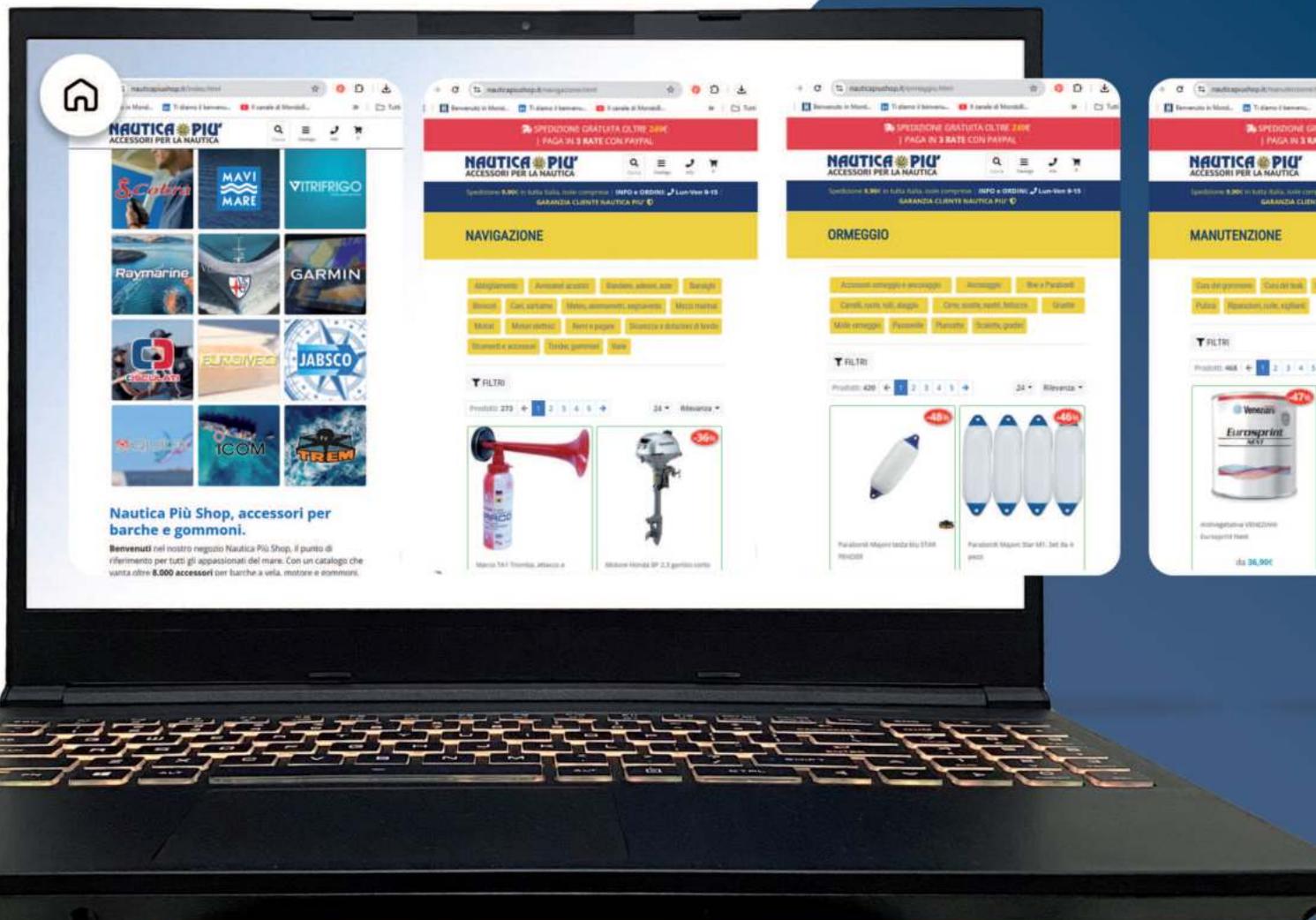


In the nautical world, the name “Nina” is often avoided because it is associated with bad luck. The origins of this belief are unclear: for some, it comes from ancient shipwrecks; for others, the name evokes the idea of fragility and vulnerability. Despite Columbus’s famous caravel, many boat owners prefer not to take the risk, faithful to the superstitions and rituals that have always accompanied life at sea, even in its most modern aspects.



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# SUZUKI: 60 YEARS OF OUTBOARD MOTORS

The D55, Suzuki's first outboard, was born in 1965. Today, sixty years after the launch of that 5.5-horsepower two-stroke engine, Suzuki has surpassed 4 million units produced, with a strong presence in 107 countries worldwide. Innovation, performance, and reliability: these are the values that have defined its journey. From the first engines to eco-friendly strategies, here's how the Hamamatsu-based company became a global powerhouse.



“Yaramaikal” (やらまいか!). This expression from the Hamamatsu dialect, the hometown of founder Michio Suzuki, encapsulates the Suzuki spirit: “Let’s give it a try!” or “Let’s do it!” This was precisely the attitude Michio, a young carpenter apprentice, brought in 1909 when he built an innovative loom frame capable of processing fabrics quickly and precisely—a feat unique for the time. His goal was simple but heartfelt: to improve his mother’s living conditions, a weaver of exquisite fabrics.

The result exceeded all expectations, and orders soon came from villages across the Enshu region. In 1920, with just 500,000 yen in capital (roughly € 4,000 today), Michio Suzuki founded Suzuki Loom Manufacturing Co.

The entrepreneur, however, had long harbored ambitions to explore industries beyond textiles. In 1937, he decided to invest in automobile production, but World War II and the destruction of his headquarters by American bombings forced a halt. Only in 1952, after a long crisis period, Suzuki introduced its first motorized product: a bicycle with an auxiliary engine, designed to tackle even the strong winds of Hamamatsu effortlessly.

The idea was revolutionary, no license was required, and the “Power Free” recorded record sales immediately. Success marked a turning point for the company, which in 1954 changed its name to Suzuki Motor Co. Ltd., confirming its ambition to enter the automotive industry. The following year, the Suzulight, Suzuki’s first four-wheeled car, made its debut. It was a period of significant growth and transformation. In 1957, Michio, now in his seventies, passed the baton to his son-in-law, Shūnzo Suzuki. Already the creator of the legendary “Power Free”, Shūnzo demonstrated keen business insight: in 1958, he introduced the iconic “S” logo, and in the 1960s, aiming to diversify the company’s activities, he commissioned market research on seaweed harvesting machines used in Lake Hamana. The study revealed strong latent demand for outboard engines for both commercial and recreational use. Thus, in the Takatsuka headquarters, Suzuki’s first outboard was born: the D55, a 5.5-horsepower single-cylinder, two-stroke engine. It was 1965, and while speedboats raced along the Italian coast, Suzuki embarked on its nautical adventure in Japan.



On October 1, 1958, when Suzuki chose its logo, the Marine division did not yet exist. Among more than 300 proposals, that day the project by Masamichi Tezeni, a student at the Tokyo University of the Arts, was selected: it is a stylized “S”, simple but bold. Even today it is the face of Suzuki.

### EARLY INTERNATIONAL RECOGNITION

Under Shūnzo’s leadership, the company continued expanding its horizons, experimenting with new mobility solutions. In 1971, Suzuki entered the snowmobile and snowplow markets, and in 1974, it launched its first three-wheeled vehicles and motorized wheelchairs, demonstrating once again its ability to meet societal needs.

The Marine sector was also growing. In 1977, the DT5 debuted: a compact 5-horsepower engine, but with two cylinders for more powerful propulsion. The real breakthrough came three years later, under visionary new president Osamu Suzuki.

In 1980, the revolutionary DT85, DT115, and DT140 were introduced — the world’s first outboards with oil injection. Equipped with the Suzuki PEI system (Pointless Electronic Ignition), they offered reliable ignition, thermostatic water cooling, and a



monoblock crankshaft for exceptional durability. Building on this technology, in 1985 Suzuki launched the DT200, its first V6 outboard, featuring an oil injection system and a new mechanism to monitor oil and cooling water levels.

The cherry on top? It already featured electronic ignition. In 1987, the NMMA (National Marine Manufacturers Association) awarded the DT200 Exantè the title of “Most Innovative Product of the Year”.

The NMMA Innovation Award, which cemented Suzuki’s leadership role, was just the first of many. In 1997, the D60 and D70 models — the first four-stroke electronic outboards with sequential multi-point fuel injection — won the award again. Just one year later, the DF40 and DF50, with DOHC and 12 valves, earned the third Innovation Award.

### GLOBAL EXPANSION

“If I listened to everyone, things would move too slowly”, writes Osamu Suzuki in his autobiography I Am the Head of a Small Enterprise, published in Japanese in 2009.

“You must never stop, or you lose momentum”.

This philosophy defined his leadership.

The 1990s opened with a strategic transformation.

In 1990, to reflect its global expansion, the company was renamed Suzuki Motor Corporation.

No longer just a Japanese brand, Suzuki became an international player ready to compete in all markets.

While the automotive and motorcycle divisions already had offices in the U.S., Canada, Australia, India, Pakistan, France, Germany, and Spain, it was

time for Marine to grow as well. In 1999, Thai Suzuki Motor Co. Ltd. was established to produce smaller engines up to 30 horsepower. Meanwhile, studies on

higher-power engines continued. In 2003, the DF250, the industry’s first 250-horsepower outboard, debuted and won a new Innovation Award at the Miami International Boat Show. In 2006, the DF300, the first 300-horsepower four-stroke engine in the world, confirmed Suzuki’s technological leadership. Production numbers reflected this success: in 2004, total outboard production reached 2 million units, following a 33.7% growth in overall sales and a 120.8% increase in net sales over 2002.

**WEATHERING THE CRISIS**

At the end of the 2000s, Suzuki faced one of its toughest challenges: the 2009 global economic crisis. Osamu Suzuki did not hide this: “In extremely difficult business conditions, I must stay on the front line”, he wrote. “A certain complacency had crept in over the last thirty years. As the architect of the company’s success, I feel responsible for correcting this trend and guiding the company until the economy recovers”. The following year saw a sharp drop in sales. Suzuki tackled the crisis head-on, adopting the slogan: “Restarting from zero to face a 30% sales decline”.

The strategy focused on eco-friendly, efficient products while optimizing production costs. Innovation continued, and results arrived quickly. In 2011, the DF40A and DF50A models won a new Innovation Award as the lightest and most compact in their category. In 2012, after a turbulent period, Suzuki officially announced a recovery.

Despite the Japan earthquake and the Fukushima disaster, sacrifices were paying off. The relaunch included advanced technologies: the DF300AP, the first engine with Selective Rotation, allowing the propeller to spin left or right as needed, earning Suzuki its seventh NMMA Innovation Award. Suzuki continued leading the sector: in 2014, the DF25A and DF30A were recognized as the lightest and most compact engines in their category, while in 2017, the DF350A, the new flagship, brought Suzuki’s total NMMA awards to nine, thanks to the Dual Prop system with counter-rotating twin propellers, providing unprecedented grip and efficiency.



In 1962, Suzuki established its “Mission”, which is divided into three points:

1. Develop products of superior value by focusing on the customer.
2. Build a stimulating and innovative company through teamwork.
3. Strive for individual excellence through continuous improvement.

### A NEW LEADERSHIP

In 2021, after more than forty years at the helm, Osamu Suzuki resigned at age 91, retaining a consultant role. At the online announcement, he said he still felt “full of life, having played golf 47 times in the previous year”.

His son Toshihiro took over as president, continuing his father’s path. Despite pandemic challenges and semiconductor shortages, Marine showed significant growth, driven by strong U.S. demand. R&D investments increased, culminating in the 2022 DF350AMD, the new flagship replacing the DF350A, featuring advanced integrated electronic steering for enhanced comfort.

2022 also marked a historic milestone: total outboard production reached 4 million units.

Toshihiro Suzuki commented: “Since production began in 1965, Suzuki has strived to introduce new technologies and produce outboards with unique features, bringing us to 4 million units globally. We are sincerely grateful to all Suzuki outboard enthusiasts. We will continue offering products and services for boating that meet the needs of people and society through our global network”.

### SUZUKI AND THE ENVIRONMENT

Since 2021, Suzuki has embraced the “Sho-Sho-Kei-Tan-Bi” philosophy: compact, contained, efficient, beautiful, and light. This vision guides all production, aiming for functional, sustainable products while addressing environmental challenges such as cli-



mate change, water shortage, and resource depletion.

Suzuki began focusing on sustainability in 2010 with its first local water cleanup at Lake Sanaru in Hamamatsu.

This initiative grew globally: the Suzuki Clean Ocean Project now engages partners and boaters worldwide to clean seas, lakes, rivers, and canals where

Suzuki outboards are used.

In 2022, Suzuki launched the Micro-Plastic Collector, the world’s first filter to capture microplastics during navigation, available on DF100B, DF115BG, DF115B, DF140BG, and DF140B engines.

From 2024, this technology expands to the Stealth Line, featuring a matte black finish. With



DF115B and DF140B Stealth Line engines, sustainability meets sophisticated design.

Looking ahead, the 2025-2030 medium-term plan emphasizes innovation and sustainability. Suzuki will introduce battery electric outboards (BEV) for small boats in zero-emission areas, strengthen its sales and service network, and offer eco-friendly models for recreational use and robust engines for professional users.

In Asia, the transition to four-stroke eco-friendly engines will reduce two-stroke use.

The goal is ambitious: to become a benchmark for sustainable navigation.

Suzuki will also invest in carbon-neutral and energy-efficient technologies, while the Clean Ocean Project will expand to protect marine ecosystems. Toshihiro Suzuki states: “Today we are a mobility company supporting people’s daily lives, and in the future, we aspire to be an infrastructure company closely connected to people’s lives. We are determined to continue contributing to local communities and grow with them. We hope you will follow our journey, become Suzuki fans, and have high expectations for our future”.

#### **SUZUKI RAID: 60TH ANNIVERSARY**

Sixty years of passion for the sea and technological innovation: Suzuki celebrated in Palermo with the “Suzuki Raid 60th Anniversary” event.

Three days of continuous sailing — 60 hours without turning off the engines — featured two 6-meter Focchi RIBs powered by Suzuki DF60A outboards. The event combined skill, teamwork, and sustainability. Journalists and athlete ambassadors competed in technical challenges and surprise stages. The DF60A engines, compact and efficient, covered 1,214 miles with excellent fuel efficiency: 2.41 miles per liter (0.41 liters per mile).

**SUZUKI**  
[marine.suzuki.it](http://marine.suzuki.it)



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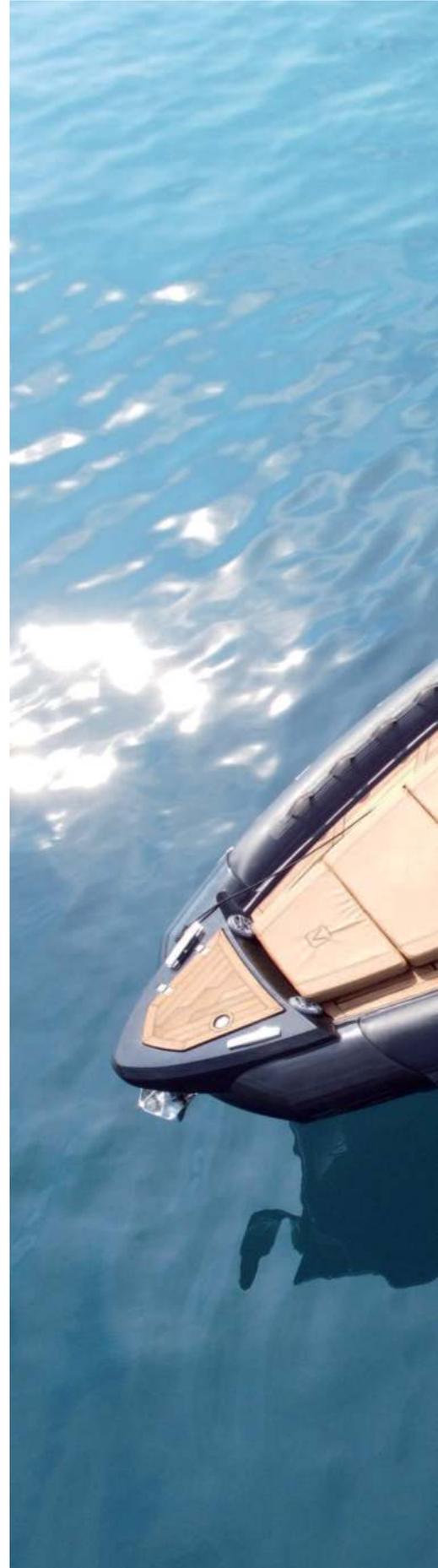


# THE SHAPE THAT FOLLOWS THE SEA

INTERVIEW WITH ALESSANDRO CHESSA  
OF AKESDESIGN

A

n aesthetic never for its own sake, a design focused on the real use of the boat, and a clear vision of how materials and markets are evolving: in this interview, Chessa tells us about his design approach and the challenges faced, from high-performance fisherman boats to custom RIBs and innovative solutions for a more inclusive and sustainable boating industry.







The Ayedayacht EFG 680 is a fisherman with a hull featuring a high bow deadrise and generous flare, designed to navigate safely even in unfavorable conditions and challenging seas.

Five years after our last conversation, we once again met with engineer Alessandro Chessa, founder of AkesDesign, to understand how his work has evolved, which projects he has carried out, and the collaborations he has been involved in.

**Let's talk about a recent project: the Antudo 23. What were your navigation goals, and what solutions did you adopt to ensure smooth performance, stability, and comfort on this boat?**

For the design genesis of the Antudo 23, we carried out an in-depth study of what the market — both national and international — had to offer, aiming to implement the best possible solutions in terms of performance, convenience, safety, and comfort, and to optimize these features wherever possible.

As for navigation, the project's goal was to create a hull that could deliver the most comfortable ride possible in rough seas: very soft, easy to handle, but also capable of high performance. I therefore opted for a double-step geometry, which maintains a horizontal trim and provides extremely high longitudinal stability (with reduced pitching), an advanced bow entry, rather accentuated deadrise angles, and complex geometries on the sections, made possible through CNC machining.

The boat is highly efficient both at low and high

speeds. The tubes contribute to transverse stability, and the navigation feel met the fundamental requirement, which was to “make the sea seem calmer than it really is”. This philosophy will also be carried forward on the next, larger model.

**On the Ayedayacht EFG 680, what were the most relevant design choices in developing this Turkish shipyard's model?**

The EFG 680 had to be a boat capable of handling rough seas very well, as a good fisherman should, but with a deck updated to 2025 standards regarding equipment and features required by today's angler. A key design choice was a hull with a high bow deadrise and generous flare, to ensure a soft and dry ride even in challenging seas. This might suggest high fuel consumption and the need for abundant horsepower, but that's not the case: the boat runs at over 40 knots with a single 200 HP 4-cylinder engine and is stable at rest. The yard also did an excellent job with outfitting materials and electronic components, usually found on larger boats, drawing on the advice of specialized anglers.

**And regarding your Akes line — what can you tell us? What are the latest models you're working on? Have you introduced any innovations compared to the first models we**

**discussed back in 2021?**

The Akes line is something I expand and develop whenever I can carve out time from commissioned projects. Over the past four years, due to numerous orders, I haven't had the time to develop brand-new models. However, I did finalize the design of some models that were at an early stage and will soon be launched: an 18-foot launch, the T-36 walkaround cabin cruiser with a folding stern, the Hellfire 24 open, an aluminum center console, and the Akes 24+, a boat developed from the existing 22WA. Compared to the latter, the Akes 24+ is slightly larger but features a deck layout designed for use by people with disabilities. The project was developed in collaboration with the owner, who outlined the guidelines and layout to be able to enjoy the boat "without barriers" — which he is now

doing with satisfaction.

**Among the many projects you've developed in recent years, is there one that particularly inspired you, both technically and creatively? What made it so meaningful for you?**

In recent years, I've been fortunate to design hulls of all kinds: in HDPE plastic, aluminum and fiberglass maxi-RIBs, open motorboats, large center consoles, catamarans, landing craft, patrol boats, and coast guard vessels. I can honestly say I've been passionate about all these projects, each requested with requirements closely aligned with my design philosophy. I couldn't single out just one, but some were certainly more complex and turned into real challenges. I can mention a few, such as the Advance Artemis, an 11.5-meter RIB with truly

distinctive creative elements, or the recent and challenging redesign of the deck layout on the Bayamo 9.9 "Bespoke", reworked and modified from the existing boat based on the owner's requirements. And then a series of boats, including a maxi RIB, a 50-foot catamaran, and a 15-meter center console for an American yard, where the aluminum's capabilities were pushed to the limit to achieve very complex, ultra-modern aesthetic forms. The added challenge was combining these forms with quad-stepped hulls and ocean-ready structures, ensuring speed performance worthy of the best Haulover Inlet runs—namely, over 80 knots on a never-flat sea.

**Which foreign markets are the most interesting for your studio, and what differences do you notice**



From top left, the Akes 18 lancetta, the Akes T-36, the Hellfire 24 open, and the Akes 24+.

All the models of the Akes line by AkesDesign will soon be in the water.

### when designing for Italian versus international clients?

In Mediterranean countries — not just European ones — the requested layouts are generally quite similar, with open boats and RIBs or day cruisers, mostly outboards, dominating the market.

The U.S. market is somewhat “hybrid”, with demand for open boats, very modern design, but generally with more powerful engines and always equipped for fishing.

Requests differ in the colder North American regions, where projects are less aesthetics-focused and more oriented toward robustness, with even greater dedication to fishing capability.

Australia is another case altogether: thicker aluminum,

robustness far beyond what’s necessary, “old-school” criteria that prioritize building small battleships rather than efficiency in cost or fuel consumption.

The sea is shark-infested, always rough, and nothing must break.

Aesthetics are far from Mediterranean tastes: few frills even in the lines, so boats are well-proportioned and functional, but not trendy.

In all these cases, clients generally adopt a collaborative approach, thanks to the yards’ experience and strong seafaring traditions.

Different still is the modus operandi required by Chinese yards—not so much in terms of layout or aesthetics, where they often give carte blanche (which is quite satisfying), but in the project development process,

which must be executed to the letter and leave as little room for interpretation as possible.

### How much does stylistic experimentation affect the success of a model today, and how do you balance seafaring functionality with contemporary aesthetics?

Stylistic experimentation is fundamental, and nautical design, following in the footsteps of automotive design, has made great strides in recent years.

Today it’s rare for Europe’s most prestigious yards to present new proposals that are aesthetically trivial. However, aesthetic experimentation must go hand in hand with functionality.

I don’t see much value in chasing flashy shapes if they lack technical or functional grounding



*“For the Antudo 23,  
the goal was  
to make the sea  
look calmer than  
it really is.”*



and could even be potentially dangerous for safety. Worse still if an entire boat’s design is driven by trendy shapes that don’t work with the sea. The first case includes geometries like inverted bows, not ideal on planing boats and even dangerous at high speed. In the second, the latest fad of “nauticizing” automobiles produces hulls that draw attention but aren’t truly usable as boats. Once the surprise effect fades, they’re hard to replicate.

As far as I’m concerned, inspiration for shapes may come from sectors not strictly nautical, but the challenge is making them functional for the boat. That requires not just technical know-how but also field experience. This is why artificial intelligence or algorithms can’t replace humans in nautical design — they can only provide support.

**Materials such as HDPE, aluminum, and advanced composites are increasingly central to design projects. What trends are you seeing in the balance between sustainability, ease of production, and performance?**

Recyclable materials, especially those that don’t require disposable molds to be scrapped, such as aluminum, continue to spread and gain market share in a sector where customization and bespoke construction will only grow, gradually eroding the role of large-scale production.

The latter, however, will still hold numerical leadership, at least in the short term, and remain the

compulsory choice for larger shipyards.

Other materials, such as HDPE, haven’t yet “taken off” because they’re still difficult to handle, both in design and construction, despite their great potential. They’re still labor-intensive when aiming for high aesthetic standards.

Fiberglass, on the other hand, is seeing good progress in research into less polluting fibers. Builders are paying great attention to sustainability, but so far this hasn’t had significant effects in terms of mass culture, nor tangible institutional results (for example, regarding access to marine protected areas or updates to legal restrictions).

Boating, which is already not enjoying peak popularity, risks becoming a closed circle and not being perceived as a sustainable activity — hence, not considered worthy of investments and resources.

**ALESSANDRO CHESSA**

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

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# 60 ITALVIPLA

anniversary



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# AMBERJACK, STRAWBERRIES, AND LEMONS



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



Difficulty: medium



Preparation time: 40 min



Serves: 4 people



### GIANFRANCO PASCUCCI

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

### INGREDIENTS

Amberjack fillets: 4

#### For the green Tabasco dressing:

Green Tabasco: 20 drops

Extra virgin olive oil (EVOO): 1 tablespoon

Water: 1 tablespoon

#### For the oil and lemon emulsion:

Extra virgin olive oil (EVOO): 90 g

Lemon juice: 30 g

Lemon zest: half lemon

#### For the strawberries:

Strawberries: 1 tray (250 g)

Pepper: to taste

Oil: to taste

Sea grapes (Caulerpa lentillifera): to taste

### PREPARATION

Cut the amberjack fillets, previously skinned, into slices that are not too thin, and store them in the refrigerator until plating. Separately, prepare the emulsion: in a bowl, mix the extra virgin olive oil with a few drops of green Tabasco and a tablespoon of water; then pour the juice of one lemon into another bowl and, whisking by hand or using a mixer, slowly add the emulsified oil until a homogeneous and well-bound sauce is obtained, finishing with the grated zest of half a lemon.

Proceed with the strawberries: after cleaning them, blend half of them with a drizzle of oil and a light grind of pepper until a smooth puree is obtained, while slicing the remaining strawberries to the desired thickness.

### FINISHING

Arrange the amberjack slices on a serving plate, seasoning with a pinch of sea salt, a few tablespoons of the lemon emulsion, and a drizzle of the Tabasco



dressing. Finally, decorate the plate with the strawberry puree, fresh sliced strawberries, and sea grapes, which can optionally be substituted with sea lettuce or samphire.

### CHEF'S NOTES

Sea grapes are an Asian algae, also available salted, with an iodine taste and a crunchy texture.

Sea lettuce is a common Mediterranean algae, also known for its use in traditional Neapolitan zeppole. Samphire, finally, is a wild plant with a salty flavor, perfect to enhance raw or marinated fish dishes.

# HOTEL METROPOLE

## THE ECLECTIC SOUL OF VENICE

A noble Venetian house, keeper of precious memories, evocative atmospheres, and unique details: oriental armors, lacquered fans, Baroque mirrors. Rare objects and small wonders reveal distant worlds and authentic passions. Here, where hospitality meets collecting, just steps from Piazza San Marco, elegance intertwines with the unexpected: at Hotel Metropole, Venice reveals its most intimate and theatrical side, unpredictable as a dream.





Venice has always been a land of passage, encounters, and trade, where languages and worldviews have mingled. As a city suspended between East and West, it has absorbed distant influences and harmonious contrasts over the centuries — elements that still define its identity today.

Hotel Metropole seems to embody this spirit fully, transforming every space into a visual narrative of rare objects, exotic collections, and period details. A true “cabinet of curiosities”: this is the original vision of the Beggiano family.

Since 1968, Pierluigi and Elisabeth have enriched the rooms, salons, and corridors of the Metropole with over two thousand antique pieces, telling a story of curious, free-spirited, and never predictable beauty: from Belle Époque evening bags to whimsically shaped corkscrews, from antique nutcrackers to fans displayed on a dedicated floor—the “Fan Étage”.

Among over two hundred examples preserved in special cases, one stands out: an oriental-style fan decorated with delicately painted white feathers and an ivory handle, the family’s most treasured and beloved piece.

The curation of these collections is entrusted to Gloria Beggiano, who is more than a hotel director — she is the artistic soul of the Metropole. Born to an Austrian mother with circus roots and a Venetian father from a historic hotelier family, Gloria combines two seemingly distant worlds: on one

hand, the theatricality and playful atmosphere of the circus; on the other, the elegance and tradition of Venetian hospitality. Raised in this eclectic environment, she has expanded her family heritage by welcoming artisans, designers, and artists to the Metropole. Under her guidance, exhibitions, dinners, and unforgettable parties have turned the hotel into a vibrant refuge for musicians and creatives seeking peace, inspiration, and entertainment.

Amid soft lighting and decorative candles, antique furniture and Venetian velvets, the Metropole has hosted an impressive array of talents: not only Ludovico Einaudi, Giovanni Allevi, and Vinicio Capossela, but also international icons such as Skin, Lou Reed, Patti Smith, Mick Jones, Lenny Kravitz, and Mika. Situated steps from the Biennale, the hotel is also a favorite destination for contemporary art figures, welcoming guests like Ai Weiwei, Michelangelo Pistoletto, Tracey Emin, Urs Fisher, Jaume Plensa, and Alighiero Boetti.

While artists are naturally drawn to the Metropole’s lively cultural atmosphere, it is the hotel’s history that makes it truly unique: a story of hospitality passionately carried on by the Beggiano family, the only family to have run a five-star hotel in Venice for over fifty years. A rare legacy, built with continuity, vision, and daily presence, allowing the hotel to grow while remaining true to itself, maintaining a living balance between memory and modernity.

Gloria explains it best: “It’s not just about a unique hotel with a great atmosphere. Nor about the individually decorated rooms or breathtaking views of the lagoon. It’s not only about the attentive service we offer our guests, with special attention to details. The true and unique essence of the Metropole is that we’ve been doing all this for a long time: we love this profession, and we carry it out with pride and determination. This guarantees reliability and integrity. So that our guests can experience Venice authentically and uniquely, in a hotel that only we have been able to create over all these years, and which cannot be found anywhere else. Us, our history, our soul. And Venice”.

### ROOMS AND SUITES

The rooms at the Metropole reflect its eclectic personality: furnished with oriental pieces and refined Art Déco details, they reveal unmistakable, sophisticated elegance. The hotel offers 59 rooms, many of which boast breathtaking views of the Venetian lagoon and San Giorgio Island. In addition, there are 7 suites, perfect for celebrating special occasions. Among the most celebrated are Suite 403, in Déco style, with a rooftop terrace overlooking the city and a private Hammam steam bath; Suite 311, an homage to Fortuny style, featuring two ancient wooden columns, a coffered ceiling, and a majestic Gothic arch separating the living room from the bedroom; and Suite 325, adorned with Oriental-inspired decorations and Bevilacqua

fabrics, with a Hammam steam bath and a luxurious mosaic bathtub in the salon.

### THE ANCIENT CITRUS GARDEN

Among its unique features, the Metropole also boasts a historic garden — a true rarity in the heart of Venice’s historic center. Included in the guide *I giardini di Venezia* by Mariagrazia Dammicco, this generous green oasis hosts an elegant Liberty-style orangery, surrounded by the scents of jasmine, palms, and citrus trees.

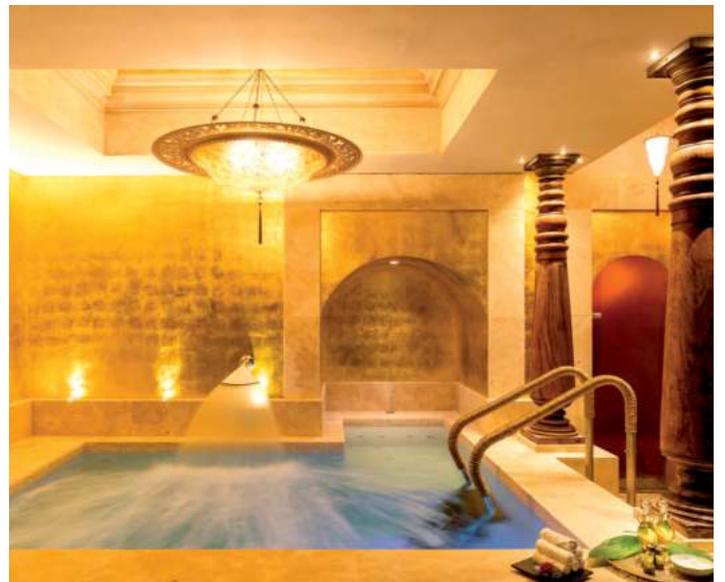
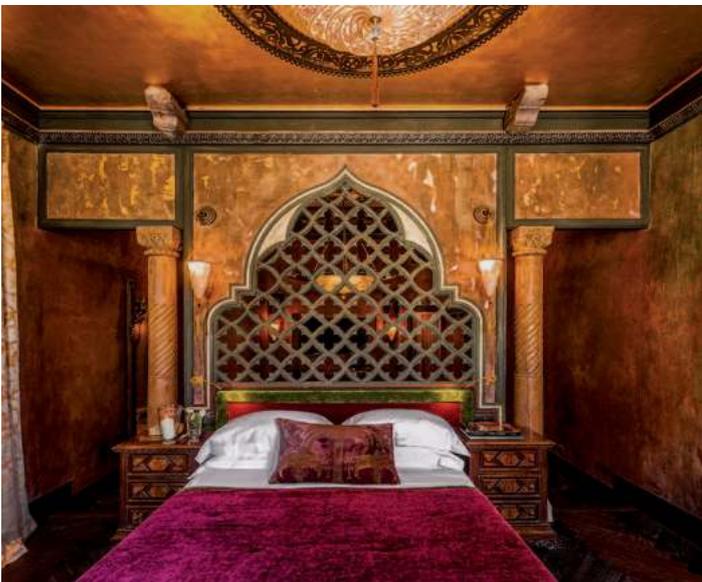
A precious spot to start the day with breakfast under the gazebo, immersed in the calm and beauty of the orange blossoms.

### THE SPA

The idea of the Metropole Spa originated with Gloria Beggiano: inspired by two ancient wooden columns in the garden, she envisioned an Oriental-inspired Hammam. Today, the restored columns rise beside the heated pool, in a refined environment with soft lighting and gold leaf details.

Here, amid whirlpools and aromatic vapors, a true Hammam experience comes to life.

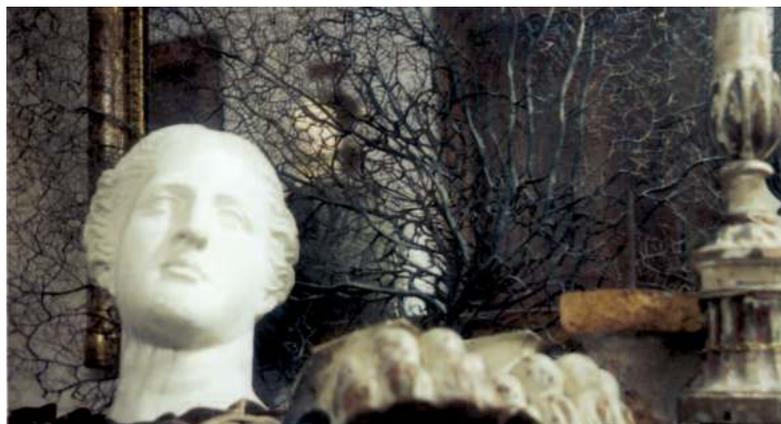
A must-try is the Royal Ritual: a sensory journey with black soap exfoliation, cold frictions, gentle gommage, and couple’s massage with aromatic oils, followed by a luxurious moment in the tub with a glass of champagne.





Gloria Beggiato, owner and General Manager, passionately leads the family hotel, guardian of an extraordinary collection of antiques belonging to the Beggiato family.

The Metropole collection includes over 2,000 unique pieces: about 150 crucifixes dating from the 14th to the 19th century, antique corkscrews, more than 200 fans displayed in the “Fan Étage”, nutcrackers, business card holders, and Belle Époque toiletry sets.



### ORIENTALBAR & BISTROT

A timeless place, blending colonial atmospheres with the charm of an old apothecary: the Orientalbar & Bistrot welcomes guests among candles, Fortuny lamps, and a neon artwork by Joseph Kosuth, in perfect bohemian style. Among antique furniture and red velvets, creative dishes combine local ingredients with exotic influences. After years of Michelin-starred cuisine, the Metropole now offers an informal bistro attentive to quality, with seasonal reinterpretations of scallops among the must-tries. Exclusive cocktails include the Metropole with champagne and Williams pear, and the Oriental Spritz, a spiced twist on the classic Venetian aperitif.

### EVENTS TO EXPERIENCE

To celebrate mixology creativity, from October 22 to 26, Hotel Metropole will participate in

Venice Cocktail Week with a special program at the Orientalbar. Autumn at the Metropole is also synonymous with intimacy and ritual: in the heart of the hotel, the Hall of Mirrors welcomes the new season each year with a dinner rich in authentic flavors. In this evocative setting, Chef Ciceralo presents the new autumn menu through a tasting journey highlighting products from the lagoon and Venetian islands, accompanied by the warmth of a fireplace, guitar music, and the delicate voice of Alice Dal Col.

### THE TEA RITUAL

From October to March, afternoons at the Orientalbar become a ritual of calm and refinement through the Tea Ritual: a selection of rare and precious leaf teas served with meticulous ceremony, accompanied by the chef's pastries. Among the offerings,

created in collaboration with Tea Sommelier Gabriella Scarpa (Ar-Tea Academy), the Metropole Oriental Blend stands out: an exclusive mix for the hotel combining Chinese black tea, apple, cinnamon, coriander seeds, cardamom, orange peel, pink pepper, and cloves—a fragrant cup capturing the hotel's most authentic soul.

Each year, the ritual is enriched with a special tasting event led by Ar-Tea Academy, exploring origins, varieties, preparation methods, and curiosities about the world of tea.

The next event is scheduled for November 14, 2025 — an invitation to slow down and embark on a journey into Venice's most unexpected heart.

### HOTEL METROPOLE

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**Aquamar 18** motore perfetto a iniezione 40 CV, barca in ottime condizioni, rimessaggio gratuito per un anno, euro 5.500, tel. +39 342/7073849



**Baia 50** anno 1989, 14,80 m, motori 2x680 MAN EB D, vis. Jesolo (VE), euro 65.000, tel. +39 0421/91616 - [dalvi@dalvi.it](mailto:dalvi@dalvi.it)



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



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**Apreamare 75** buone condizioni, cucineria completa nuova, motori sbarcati e sostituite turbine, alternatori e motorini avviamento, euro 55.000, tel. +39 333/6157048



**Astondoa As8 2024**, 25,25 m, 2x1.900 HP MAN EB diesel, 4 cabine, 4 bagni e cabina d'equipaggio, tel. +39 0424/533348 - +39 320/2820629 - [lead@frattinyachting.it](mailto:lead@frattinyachting.it)



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



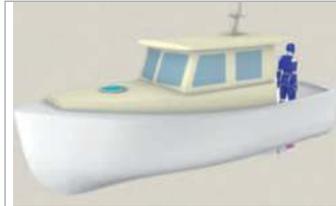
**Blumax 19** motore Mercury PRO 40 CV, barca come nuova, tantissimi accessori, 4 portacanna acciaio, eco. Garmin Vivid 9, barca in acqua, euro 11.500, tel. +39 345/2162023



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



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



**CNT 23** 7,10 m, cabinata in versione diporto o fisherman, semiplanante, FNM 12 HPE da 110 HP trasmissione il linea d'asse, WhatsApp +39 333 8083163 - [info@cntnautica.it](mailto:info@cntnautica.it)



**CNT LB 34** 9,95 m, natante, nuova, 1 o 2 motori FTP o FNM da 400 a 600 HP totali, legni pregiati, ampie finestre, a partire da euro 290.000, WhatsApp +39 333 8083163 - [info@cntnautica.it](mailto:info@cntnautica.it)

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



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

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CUSTOM LINE NAVETTA 27, 2000, mt. 27,45  
2x1200 MAN EB D

Refit 2022/2023, 4 cabine, super accessoriata



SESSA 27 KEY LARGO, anno 2012, mt. 8,00  
1X325 VOLVO PENTA EFB B

Ottime condizioni, carrello, visibile ns. expo



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BAIA 50, anno 1989, mt. 14,80  
2X680 MAN EB D

Possibili permuta, pronta alla boa, visibile a Jesolo



GOBBI 315 SC, anno 2000, mt. 9,85  
2X200 VOLVO PENTA EFB DP D

Natante, super accessoriata, visibile a Jesolo



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

Ottime condiz., 3 cabine, accessoriata, visibile a Jesolo



**Colombo Virage 34** anno 2000, 10,45 m, motori 2x260 Volvo Penta EFB D, vis. Alto Adriatico, euro 65.000, tel. +39 0421/91616 - dalvi@dalvi.it



**Cranchi Mediterranee 50** 2004, 15,30 m, 2x715 HP Volvo Penta, 4 cabine, euro 200.000, tel. +39 0586/621381 - +39 337/718301 - www.navigare.it



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



**Ferretti 810** 2002, 25 m, 2x1.400 HP MTU, ottime condizioni, tel. +39 0586/621381 - +39 337/718301 - www.navigare.it

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**Cranchi Clipper** anno 1992, motore Volvo Penta AQD41b in eccellenti condizioni, raiser acciaio e turbina 231, euro 25.000, tel. +39 366/4620734



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**Dellapasqua DC 18 Fly** 2008, 18 m, 2x1.000 HP Caterpillar, 4 cabine, tel. +39 0586/621381 - +39 337/718301 - www.navigare.it



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



**Fiat 40 Genius** 2002, 12,68 m, 2x285 HP Volvo Penta, euro 155.000, tel. +39 0586/621381 - +39 337/718301 - www.navigare.it



**Fratelli Marchi C.N. mod. 53**, anno 2000, 15,32 m, 2x680 HP Man EB D, visibile a Jesolo Lido (VE), euro 175.000, tel. +39 0421/91616 - dalvi@dalvi.it



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



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



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



**Italmar 19 Open** Honda 100 CV VTEC, 340 ore di navigazione, ausiliario nuovo Honda 5 CV, cuscineria in ottime condizioni, accessoriata, euro 19.000, tel. +39 339/3012838



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



**Marea 20 Sport** motore Yamaha 100 CV con 600 ore, motore di prua 90 libbre nuovo mai usato, portacanne, mulinelli elettrici, cappottina nuova, euro 23.000, tel. +39 329/7411069



**Mochi Craft 40 Europa Fly** 1992, 2 motori Aifo da 380 CV, scadenza RINA 2029, 2 cabine, 2 bagni, accessoriata, vis. Sistiana Mare (TS), euro 79.000, tel. +39 339/3781711

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**Goldstar** anno 2010, natante, motori Cummins 2x350 HP diesel, pronta alla boa, perizia fatta a luglio 2025, euro 90.000, tel. +39 320/6368793



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



**Itama 46** 1996, 15 m, 2x800 HP MTU, euro 250.000, tel. +39 0586/621381 - +39 337/718301 - www.navigare.it



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



**Magnum Marine 35** completamente riverniciato, motori diesel Mercury 330, euro 70.000 non trattabili, tel. +39 340/9447414



**Manò Marine 19** anno 2023, Mercury 40 PRO, 5,50 m, pompa sentina, tieni-bene in acciaio, scaletta risalita, tendalino alluminio, euro 15.500, tel. +39 041/5382523 - info@campellomarine.it



**Manò Marine 24 Cabin** motore Volvo Penta 190 CV D3 diesel, tutto anno 2006, 934 ore moto, sempre rimessato e tenuto da amatore, euro 38.000, tel. +39 333/4042003



**Manò Sport Fish 19** motore Selva 100 HP 4T, serbatoio carburante in sentina 80 l, super accessoriata, in perfetto stato, pronta da subito, euro 14.000, tel. +39 347/8403054



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



**Milano Aprea 7.50** motori VM 2x140 HP, 1.600 ore moto, VHF, GPS, eco., WC elettrico, refit completo cuscineria, vis. Torre Annunziata, euro 55.000, tel. +39 348/8623622



**Mimi 22 WA** motore Mercury 150 XS PRO anno 2024, 80 di moto, in ottime condizioni, accessoriata, varie sostituz. anno 2025, euro 39.000, tel. +39 334/1028374



**Nimbus 28** tenuta da vero amatore, 2 Volvo Penta Diesel 4 cilindri 130 CV, eco. GPS 9 pollici nuovo, 4 posti letto, cuscineria ottime condizioni, euro 35.000, tel. +39 329/9791538



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



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



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



**Ranieri International Next 330 LX** nuova, 10,15x3 m, 4 posti letto, console Luxury, varie possibilità di motorizzazione, tel. +39 06/65024111 - +39 348/4435165 - info@giada96.it



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



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



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



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

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LAGOON 440, 2008, 13,65 M, 2 X 55 HP  
YANMAR EB TURBO DIESEL DEL 2020



BB YACHTS BB 35 ELBA, 2025  
10 M, 2 X 300 HP EB



CAYMAN 62 CYBER FLY, 2007  
20,46 M, 2 X 1.100 HP MAN V10-1100 EB



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



**Rio Cabin 680** motore entroborde Volvo Penta a benzina, ottime condizioni, vendo anche separatamente, euro 8.000, tel. +39 380/3656928



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



**Riva St. Tropez 281** anno 1986, 9,52 m, motori 2x350 Thermo Electron Crusader EB B, vis. Alto Adriatico, euro 85.000, tel. +39 0421/91616 - dalvi@dalvi.it



**Rivarama 44 2009**, 13,40 m, 2x800 HP MAN, 2 cabine, euro 690.000, tel. +39 041/5382523 - info@campellomarine.it



**Sanlorenzo SL 106A** 2022, 32,28 m, 2x2.434 HP MTU, tel. +39 0586/621381 - +39 337/718301 - www.navigare.it



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



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



**Saver Cabin 620** timoneria idraulica 2023, WC elettrico, doccetta, eco. GPS Garmin, tappezzeria e altri accessori nuovi, Yamaha Supreme, euro 15.500, tel. +39 347/9981527



**Saver Riviera 24** barca tenuta maniacalmente, motore Mercury 5.000 cc con piede Bravo 3, doppia elica in acciaio, super accessoriata, euro 37.000, tel. +39 335/6831000



**Sealine 400 Ambassador** anno 1993, 12 m, motori 2x231 Volvo Penta EFB D, vis. Jesolo Lido (VE), euro 98.000, tel. +39 0421/91616 - dalvi@dalvi.it



**Sessa 27 Key Largo** anno 2012, 8 m, motori 2x325 Volvo Penta EFB B, vis. Jesolo Lido (VE), euro 65.000, tel. +39 0421/91616 - dalvi@dalvi.it



**Solaris Power 44 Open** 2024, 2x480 HP D6 Volvo Penta - IPS 650, tel. +39 347/1890139 - seatimeyachting@gmail.com



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



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



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

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



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



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



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



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



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



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



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



**Bonin 34T** 9,99 m, 10,68 m f.t., cantiere Bonin specializzato in barche crociera/regata, varata 2004, Lombardini 1.204 perfetto, vis. Porto di Anzio, euro 55.000, tel. +39 335/6336122



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



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



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



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



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



**Cantieri del Trasimeno Nanni** Diesel EB 58 CV, portata persone 10, 2 cabine, 2 bagni, 9 posti letto, Randa, fiocco, gennaker, spinnaker, euro 29.900, tel. +39 345/4453668



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



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



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



**Comet 700** deriva fissa, tenuta maniacalmente, pronta a navigare, motore Yamaha 8 HP, WC, VHF Raymarine, altri accessori, euro 9.500, tel. +39 392/7161150

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



**Comet 1000** 1981, barca in vetroresina, albero maggiorato, motore Vetus 30 CV, accessoriata, 1 cabina, 1 bagno, dinette, vis. Nettuno, euro 32.000, tel. +39 349/5085460



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



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



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



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



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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



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



**Interyacht 25 Vagabond** anno 1977, 7,60 m, motore 1x12 Farymann EB D, visibile a Jesolo, tel. +39 0421/91616 - dalvi@dalvi.it



**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



**Pierrot Mariver 925** da regata/crociera, 9,25 m, 1 cabina, 5 posti letto, WC, randa, genoa, 2 genoe leggere, tormentina, vis. Porto Empedocle, euro 11.500, tel. +39 327/7391731



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



**Show 38** anno 1984, motore Volvo Penta turbo diesel 42 CV, perfette condizioni, vis. Salerno, euro 32.000, tel. +39 328/4123777



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



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



**Bavaria Cruiser 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



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



**Ferretti Tethys 2024**, 29 me, 8 ospiti + 4 equipaggio, 4 cabine, Marina di Stabia (NA), da euro 65.000/settimana, tel. +39 06/87729042 - [info@sea-seacharters.com](mailto:info@sea-seacharters.com)



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



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



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



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



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



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



**Lagoon 380 S2** 4 cabine, 11,55 m, base Imperia Porto Maurizio, tel. +39 368/3283253 - +39 348/6381302 - [info@lavelaonline.it](mailto: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](mailto:info@sea-seacharters.com)



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**Merry Fisher 1095** 10,4 m, 3 cabine ospiti, 1 bagno, Suzuki 2x300 HP, aria condizionata, radio con CD, TV, imbarco Bacoli (NA), tel. +39 06/94507580, [booking@barcando.it](mailto:booking@barcando.it)



**Miss Marie First 53** 17 m, 3 cabine ospiti + 1 equipaggio, 4 bagni, sprayhood, inverter, aria condizionata, imbarco Cala dei Sardi, tel. +39 06/94507580, [booking@barcando.it](mailto:booking@barcando.it)



**Moorings Oceanis 30.1** 10 m, anno 2022, 2 cabine ospiti, 1 bagno, bimini, sprayhood, frigo, tender, imbarco Procida, tel. +39 06/94507580, [booking@barcando.it](mailto:booking@barcando.it)



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**Ziaccania** 2024, 30,95 metri, 11 ospiti, 5 cabine, water toys, Marina di Stabia (NA), da euro 58.000/settimana, tel. +39 06/87729042 - [info@sea-seacharters.com](mailto:info@sea-seacharters.com)



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**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@nauticafioro.it



**Joker Boat 440 VTR**, Mercury 4 cilindri 2T, 720 cc, senza patente, rimorchio Reggiana Rimorchi da 400 kg, euro 2.800, tel. +39 059/468219 - 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 650** anno 2005 con tubi rifatti, motore Evinrude anno 2012, ore moto 200, euro 16.500, tel. +39 334/1028374



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



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



**Led GS 680** documenti 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, ottimo stato, euro 3.800, tel. +39 059/468219 - www.montorsisport.com



**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 - www.montorsisport.com



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



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



**Lomac 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



**Mar.co** anno 2006, tubolari in ottimo stato, roll-bar, tendalino, tappezzeria buono stato, doccetta, no microperdite o toppe, motore Yamaha 100 HP, euro 14.000, tel. +39 334/1028374



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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. +39 059/468219 - www.montorsisport.com



**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



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**Nuova Jolly 630** anno 2022, Mercury 150 EFI, scaletta risalita, batteria, pompa di sentina, 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



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



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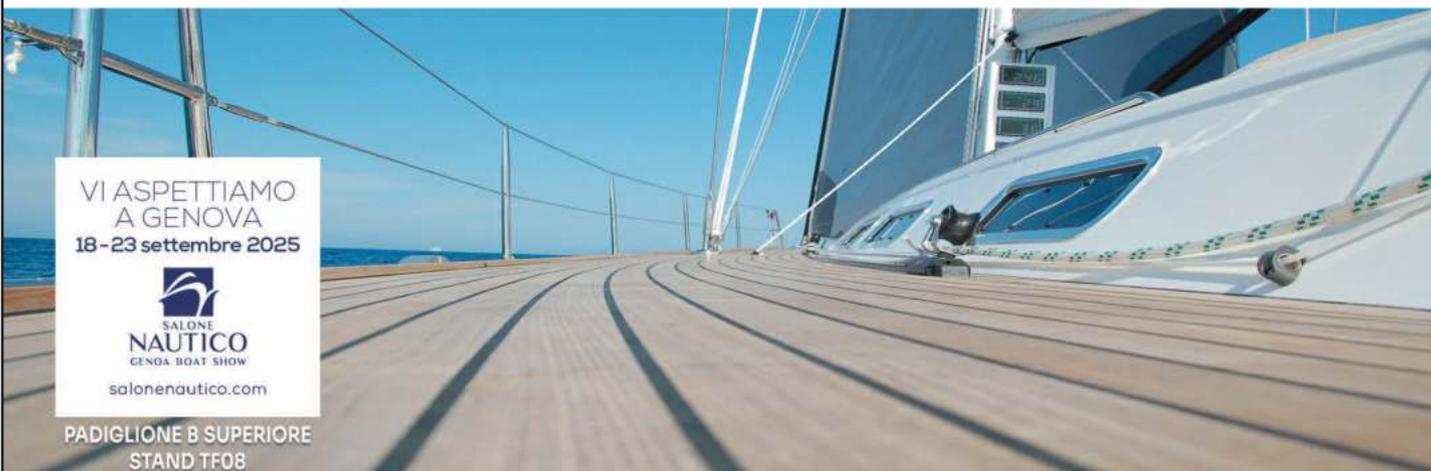
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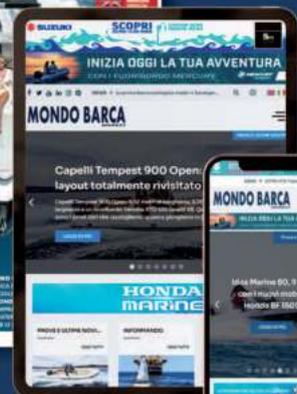
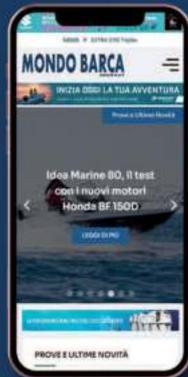
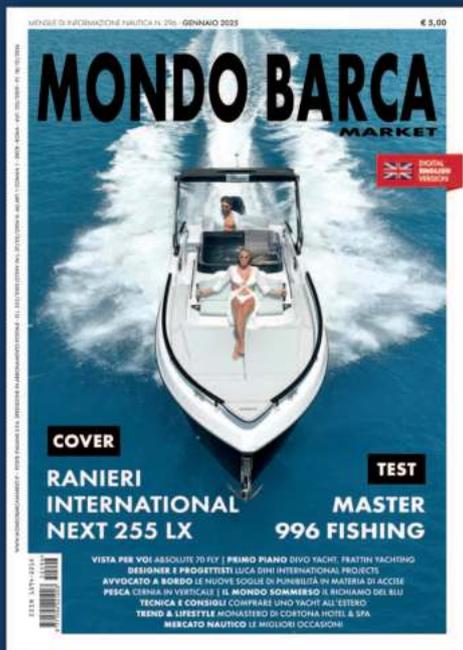


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Un design moderno, disponibile nell'iconico **Aquamarine Silver**, nell'elegante **Grand Prix White**, e nel nuovo e sportivo **Sporty White**.

ADVENTURE ON *Water*

VI ASPETTIAMO  
A GENOVA  
18-23 settembre 2025



Padiglione B

Visita il sito [honda.it/marine](http://honda.it/marine)

