

MONDO BARCA

MARKET

COVER

STRADIVARI 52

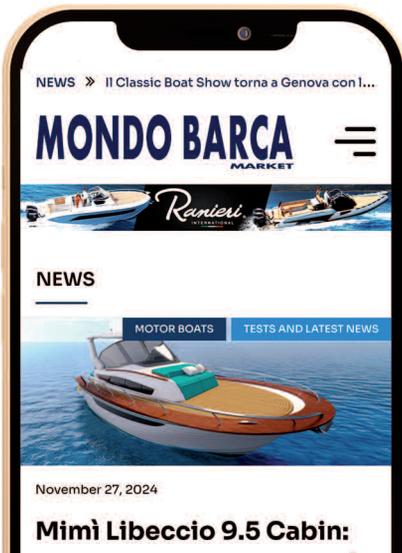
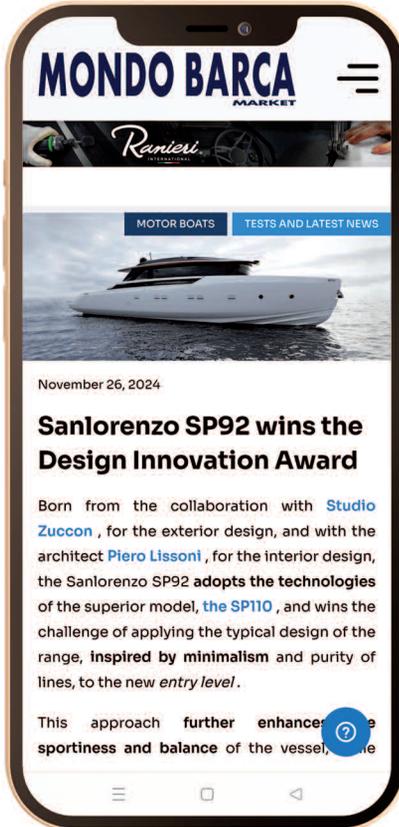
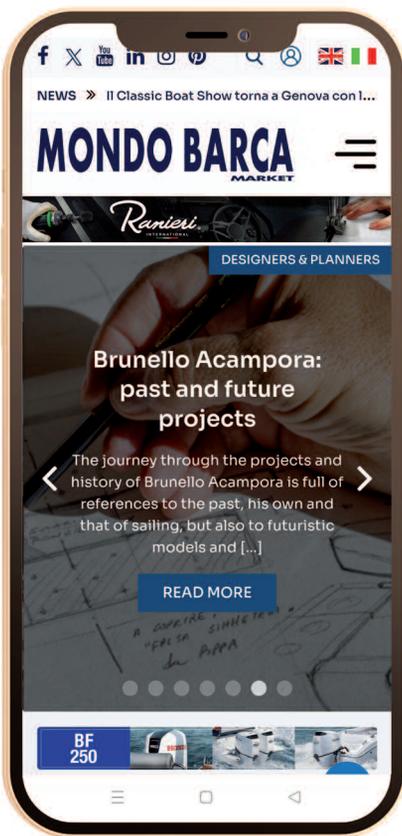
TEST

PRESTIGE M7 AQUADOR 400 HT

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STRADIVARI 52

AND POWER

At 15.5 meters in length, it is the
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tradition of Cremonese lutherie
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Japanese brand's top-of-the
65th Genoa International F

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EDITORIAL

2025 confirms the strength of Italian and international boating, even in a global context that is beginning to show signs of normalization after years of exceptional growth.

The national sector closed 2024 with a record turnover of € 8.6 billion and exports representing over 70% of the total, keeping Italy at the top of the world in yacht and superyacht production. The high-end segment continues to drive the sector, while small boating shows a slight contraction. Looking ahead, the 2025–2026 biennium will be decisive for consolidating competitiveness and investing in sustainability, digitalization, and training, in line with the European directions of the Green Deal and the Blue Economy.

It is also a year of satisfaction for MONDO BARCA: from May to early August, our monthly newsstand sales grew by 20% compared to 2024, a tangible sign of the growing interest in boating and its protagonists. A result that comes from readers' trust and rewards the editorial staff's commitment to telling, with passion and expertise, the transformations of a sector in continuous movement.

Particularly significant is the renewed interest in the print edition, which continues to stand out for its ability to offer spaces for in-depth coverage, analysis, and storytelling, complementary to the immediacy of online news. Two different but synergistic tools, at the service of the same passion.

We returned from the major boat show events with renewed enthusiasm. The 2025 Cannes Yachting Festival, held from September 9 to 14, displayed 711 boats (+1.5%) and welcomed 56,000 visitors, confirming itself as the largest floating boat show in

Europe. The edition was characterized by a focus on sustainable innovation. From the Innovation Route to awards for alternative propulsion, the course set is clear: technology and respect for the sea are no longer trends, but standards of the future.

A few days later, the Genoa International Boat Show responded with equally impressive numbers: over 124,000 attendees (+2.8% compared to 2024), despite uncertain weather and strikes. A result that consecrates Genoa as a strategic platform for the entire supply chain and a laboratory of ideas for the global boating industry.

“We have reached full maturity,” commented Piero Formenti, president of Confindustria Nautica. “Now we need infrastructure and the support of the national system.”

For the next edition, the Genoa International Boat Show changes its schedule: the event will again be held in October, from the 1st to the 6th. A strategic choice that reiterates the show's ability to anticipate market needs and to strengthen its role as an economic engine for the entire boating supply chain, continuing on the path of growth and internationalization.

In the near future, the challenge will be to integrate innovation and accessibility, without neglecting the more popular segments, such as fishing, still under-represented.

If the sea remains our natural horizon, 2025 reminds us that the right course is that of balance between technology and tradition, industry and passion.

Enjoy your reading!

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PRESTIGE M7

THE JOY OF SAILING IN PERFECT HARMONY WITH THE SEA

Two days in July in Monfalcone took us to the heart of the PRESTIGE shipyard of the Beneteau Group. Between visits to the sheds and sea trials of the M7 and F4.3, we were able to observe up close the production excellence and the artisanal care that distinguishes every boat. In these pages, we take you aboard the M7, the new protagonist of the M-Line, which marks an important milestone for the shipyard and for those who dream of cruising in comfort, serenity, and style.







For more than 35 years, PRESTIGE has combined the art of French boating with the elegance of Italian design, establishing itself as a reference point in the yacht segment from 40 to 70 feet.

With over 5,000 boats produced and delivered worldwide, the brand has consolidated an international reputation based on innovation, style, and savoir-faire. A journey that this year reaches a new level with the M7, the third model of the M-Line of motor multihulls. Positioned naturally between the M48 and the M8, the M7 surprises with the spaciousness of its interiors, the refinement of its details, and

the ability to offer unique navigation experiences, with comfort comparable to a 75-foot monohull yacht.

“With the M7, PRESTIGE stays true to its DNA: living life with pleasure, discreet luxury, and an unparalleled connection with the sea. This new model embodies our vision of refined cruising, where comfort, elegance, and innovation merge in perfect harmony. The M7 represents a bold step for the M-Line, offering a unique boating experience, designed both for those who love long voyages and for sea enthusiasts. It is the natural evolution of our savoir-faire, reinterpreted on a multihull,” says Jean-

François Lair, PRESTIGE Brand Director.

GENEROUS INTERIOR SPACE

PRESTIGE reinterprets the design codes of motor yachts, creating elegant boats designed to last over time. With the M7, this philosophy finds one of its fullest expressions, as explained by designer Camillo Garroni: “The new PRESTIGE M7 represents every designer’s dream project. The goal was to expand the existing range while maintaining its identity, while introducing innovative elements that make the M7 a unique and distinctive product on the market.

The starting point was the desire



to bring the cockpit closer to the sea, transforming it into a true terrace lowered towards the stern, offering an even more immersive onboard experience. Internal circulation was also completely rethought: the staircase to the flybridge was rotated 180° compared to the traditional layout, making it safer, protected, and perfectly integrated, without reducing living spaces. The overall design of the M7 is harmonious, coherent, and modern, fully in line with the PRESTIGE universe. The cabin layout reflects the innovations seen in other models of the range, such as the forward owner's suite, which perfectly balances privacy and natural light."

The M7 boasts an impressive width of 7.5 meters, allowing truly comfortable and spacious living areas, totaling approximately 2,150 sq ft. Outside, the flybridge is a true open-air lounge: dining area for eight people, full bar with grill, sink, and double refrigerator, two large lounge areas, and sun pads.

The Skylounge version, instead, features a closed, air-conditioned 377 sq ft flybridge.

On the main deck, the main salon comfortably accommodates 10–12 people thanks to a large L-shaped sofa, elegant armchairs, and a central table, ideal for social or relaxing moments.

The U-shaped galley is fully equipped with a full-size refrigerator, oven, induction cooktop, and ample storage space.





The helm station, set back to starboard, and the side door providing access to the walkarounds facilitate movement onboard, making the space more usable. Aft, immediately outside the salon, there is a large area dedicated to relaxation, set up with two opposing sofas, a table, and a hydraulic platform that can lower to water level: in this way, the entire area becomes a true terrace on the sea, also facilitating tender boarding, in a continuum between boat and water. The bow, on the other hand, is entirely dedicated to sunbathing, with two large sunpads. The interiors of the M7 offer a

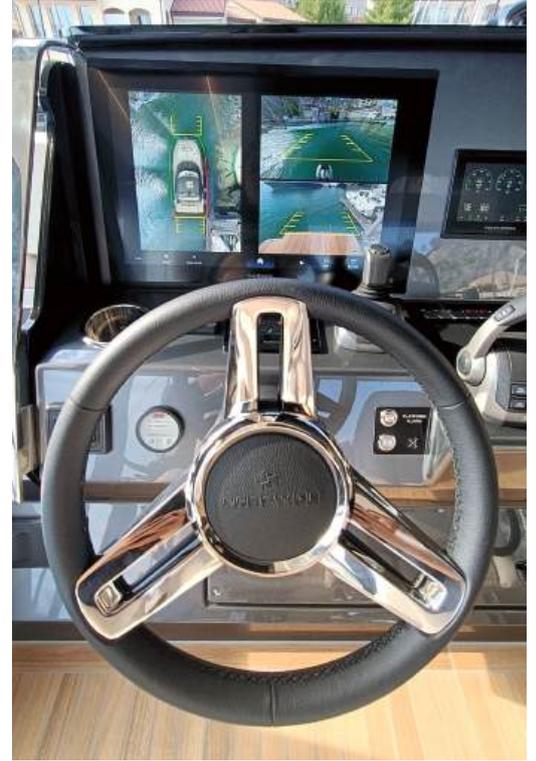
complete luxury experience: bright and comfortable spaces, high-quality materials such as leather, soft fabrics, natural-colored surfaces, bronze details, and refined finishes. The owner's cabin, a private suite of over 215 sq ft, is furnished with a king-size bed, chaise longue convertible into a sofa, two semi-transparent wardrobes, and an en-suite bathroom with double sink and separate shower. For guests, the M7 offers a VIP double cabin with private bathroom, a second VIP cabin, and a cabin with single beds.

SEA TRIAL

This multihull configuration not only guarantees more space but also exceptional stability, which is immediately noticeable from the helm on the flybridge. The two hulls, in fact, ensure safe navigation even at low speeds and naturally reduce rolling at anchor, without the use of stabilizers. This greater stability also allows full use of spaces that on monohulls are often more exposed, such as the flybridge and bow deck. The hulls, designed by Marc Lombard Yacht Design, are engineered to remain efficient in all conditions, thanks to optimized weight distribution.

WATCH THE VIDEO





“After an exhaustive research program, including computational fluid dynamics and finite element structural analysis, we obtained a highly coherent project with optimized concave and asymmetric hulls.

A new hull bottom shape was developed with a combination of longitudinal and transverse stringers, reducing hydrodynamic impact and improving structural rigidity. Every phase of the M7’s creation, from design to construction, was carefully followed,” explains Marc Lombard Design.

It is now time to leave the moorings and move to the helm for the sea trial. Onboard we are fifteen, with tanks at 68% fuel and 60% water, in sunny and calm sea conditions, with a pleasant wind around 6–7 knots. During maneuvers in port, the twin-engine configuration offers precise control, even without the maneuvering assistance system available at the helm. Data is recorded every 200 engine RPMs, as usual for boats of this size.

During the trial, the M7 reaches a top speed of 20 knots with two Volvo D8 550-hp engines, consuming 221 liters per hour at 2,800 RPM.

Economic cruising speed is around 9 knots at 1,400 RPM, with a consumption of about 28 liters per hour, while normal cruising reaches 17 knots at 2,600 RPM, bringing consumption to 173 liters per

hour, ideal for long passages.

Thanks to the narrow hulls in contact with the water, the M7 significantly reduces fuel consumption compared to an equivalent monohull.

At 8 knots, with standard 2,900-liter tanks, the multihull can cover about 1,240 nautical miles, cruising in total efficiency at only 18.7 liters per hour and 1,200 RPM.

For those seeking extended cruises, the Long Staying Package further increases tank capacity up to 3,400 liters, with a 340-liter gray water tank, ensuring autonomy and comfort even for multi-day navigation without stops.

The Silent Mode Package is also available, allowing up to 12 hours onboard without noise emissions, for nights at anchor in complete silence and in harmony with the environment.

The sun is setting, and we must return to port for dinner, but in reality, we would like to stay onboard and enjoy even more this pleasant feeling of living the sea. The M7 has pampered us, reminding us that the true magic of navigation is feeling at home, even far from home.

PRESTIGE M7

TECHNICAL SPECIFICATIONS

LOA	17,94 m
Hull length	17,60 m
Beam	7,54 m
Draft	1,55 m
Lightship displacement	39.499 kg
Full load displacement	51.457 kg
Top speed	20 knots
Fuel tank capacity	2.900 l
Water tank capacity	760 l
Cabins	4 + 1 standard skipper + 1 (opt.)
Berths	8 + 2 standard skipper + 1 (opt.)
Engines	Volvo 2xD8-550 HP - V-Drive
CE certification cat.	A-12 / B-14 / C-16 / D-20
Designers	Garroni Design / Marc Lombard Yacht Design

CONDITION ON TEST

Location	Portopiccolo Sistiana (TS)
People on board	15
Water and sea condition	clear skies, sunny, calm waters, 6-knot wind
Fuel volume on board	68%
Water volume on board	60%

ENGINE

Inboard	Volvo 2xD8-550 HP - V-Drive
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CRUISING SPEED

17.2 | **2,600** | **173**
knots | rpm | l/h

NAVIGATION DATA

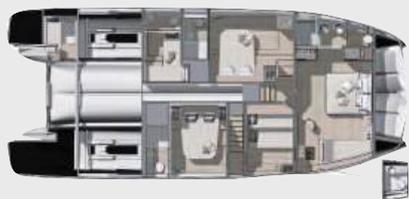
RPM	SPEED knots	TOT. CONSUMPTION l/h
600	5.17	3.6
800	5.54	7.6
1,000	6.90	11.4
1,200	8.02	18.7
1,400	9.3	28.6
1,600	10.3	42.5
1,800	10.9	65
2,000	11.5	89.3
2,200	12.4	120
2,400	14	148
2,600	17.2	173
2,800	20	204



Flybridge layout



Main deck - Two layouts available



Lower deck layout

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AQUADOR 400 HT

ALWAYS CRUISING!

by Luciano Pau



Aquador Boats is one of the brands within Nimbus Group and positions itself as a high-profile name for boating in any condition. Originally Finnish, it aims to offer a modern audience of recreational boaters elegant, well-finished products paired with new hull designs. From the range, we tested the latest release, the 400 HT.



We had already discussed Scandinavian Boats Italy, the importer of Nimbus Group products. The company, based in Cattolica, in the province of Rimini, has been active on the Italian market for a few years with imported Scandinavian brands, challenging some of the common preconceptions surrounding northern European hulls — namely, that they have a design too bold and not always suitable for Mediterranean use. But that's not always the case.

In the case of Aquador Boats, the approach has been to “Europeanize” the vessels, preserving the traditional Scandinavian construction while making advances in the use of modern technologies, with the goal of building hulls that offer cruising comfort, ample space for crew and guests, elegant accommodations, and finishes that make staying aboard enjoyable during medium- or long-range cruises.

This is a new production line currently comprising three models, “ascending” in size, as



the shipyard puts it, starting from 7 meters with the 250 HT and reaching the top length of 12.10 meters with the 400 HT. All models feature the new AquaDynamic hulls, which allow for shorter planing times, lower fuel consumption, and improved handling both on long transfers and during turns.

From the fleet, we tested the latest model in chronological order, the 400 HT, which was showcased in Düsseldorf in January 2025 and is currently the largest ever produced by the brand.

It can carry up to 12 passengers, features eight berths spread across three cabins, plus two additional berths in the dinette, and can be powered with inboard-outboard or outboard solutions (the latter to be presented at boot Düsseldorf 2026).

What immediately strikes you is its imposing yet not overly bulky profile. After all, it is a twelve-meter boat! Yet the dimensions make good use of beam and cabin height, creating a comfortable

and livable space.

This is a boat designed for cruising in all seasons, not just in summer, thanks to the hard-top and the Scandinavians know well!

We begin our onboard visit from the stern, where a generous platform provides storage lockers for lines, and immediately at the entrance to the cabin area there is a lounge area with an L-shaped sofa and an electrically telescopic table, also usable as an extension of a sunbed. A grill can be added here optional.

Access to the living area is through a starboard entry with a low door raised by a step, with no sliding doors.

The only system for enclosing the space is provided by high-quality crystal curtains with Sunbrella fabric borders, which, when closed, are neatly stored inside the hard-top supports, keeping the area visually clean. Inside, to the right, there is the cooking area with double stainless-steel sinks, twin burners (optional electric or standard die-

sel), and a 16-liter cockpit refrigerator (an 85-liter drawer fridge can be installed under one of the dinette seats, plus an additional 30-liter drawer fridge/freezer). Opposite the kitchen is a spacious and comfortable dinette for multiple guests, with a C-shaped quilted sofa and a central wooden table that opens to accommodate more people and can be converted into an extra bed when needed. An optional TV can also be installed here.

Further forward, there is another opposing sofa to enjoy navigation looking both ahead and aft, with a central collapsible padded surface, complete with cup holders, which can also be used open as an extension of a chaise longue. On the opposite side is the helm area, with dual upholstered chairs, raised seats for standing navigation, a front footrest, and a wide dashboard capable of housing two displays up to 16" (the standard configuration provides a single 12" display).

Above, protected from sunlight by a shield are the digital switch





panel, adjustable steering wheel, leather-covered handrail, and compass.

The large surrounding windows provide excellent visibility while underway and, at the same time, a great view of the sea for guests. Similarly, the sliding window in the hard-top (manual or electric on request) allows natural ventilation during the hottest hours.

The bow is reached via illuminated side decks, leading to a social area on the deck featuring a modular sunbed with adjustable backrests and a central base with tray and cup/can holders.

The bow windlass is optional; alternatively, a second ladder can be installed at the bow extremity.

The cushions, both internal and external, are all well-finished and soft.

To achieve this softness, the shipyard does not use closed-cell padding, so the covers, being water-repellent but not waterproof, require protection from rain or overnight condensation.

Returning to the living area, we descend to the lower deck, the sleeping quarters.





The spaces are high and spacious, making the stay pleasant without feeling confined. Guests have two cabins on either side of the access stairs, both with double beds, sea-facing windows, portholes, reading lights, and storage.

At the bow is the main bed, with a chair alongside, sea-view windows, ceiling lights, reading lights, and a wardrobe.

The only feature missing for some privacy is a room divider, which is present in the other two cabins. There is a single bathroom shared by all three cabins, perhaps a bit limited

considering the eight berths. Inside, besides the porthole, there is a separable shower with sliding door, glass sink, and marine toilet.

All compartments are double-coated with gelcoat to provide a superior finish and ensure safety for hands and stored items.

SEA TRIAL

The model we tested had the propulsion inboard-outboard diesel, powered by a pair of Volvo Penta D4 engines, 320 hp each. The AquaDynamic hull design is intended to ensure short planing

times, good handling in turns and maneuvers, and the maintenance of planing speed for long-distance cruising with low fuel consumption.

Considering a maximum fuel load of 700 liters, we were curious about the range of this hull with the tested propulsion.

We first recorded onboard loads at the time of the test: six adults, approximately 350 liters of fuel, 30 liters of water, plus all mandatory navigation equipment.

The sea had a slightly uncomfortable long swell, which would allow us to test the comfort onboard.





We then moved to calmer waters to execute turns and test performance at full engine speed.

It is noteworthy that the hull is capable of planing from as low as 10 knots, corresponding to about 1,800 rpm.

We are dealing with a displacement of around 10 tons. At 2,500 rpm, we glide at 20 knots consuming 60 liters/hour; at 27.7 knots and 3,000 rpm — considered a fast cruising speed — consumption rises to 78 liters/hour.

Our curiosity about consumption and range is now satisfied! At 3,470 rpm, speed reaches 35 knots with 110 liters/hour, peaking at 3,700 rpm with 37.7 knots and 130 liters/hour.

It is quite impressive, meaning a maximum cruising range of around 6 hours before refueling is required. The absence of a full stern enclosure is noticeable in terms of noise but is tolerable, especially in the advanced helm area.

The 400 HT proves to be a boat that prioritizes comfortable and safe navigation. It would be interesting to test it, with the outboard option to see if it can deliver more sporty experience.

The majesty and displacement of the hull are felt during the wave impact and on turns, without challenges the hull, which features full-length longitudinal chines and a pronounced deep bow typical of demanding seas.

The layout seen underway is appealing, with a distinctive style offered by cabin windows that break up the fiberglass surfaces.

The helm station is also comfortable, with excellent all-around visibility thanks to the large windows.

AQUADOR 400 HT

CONDITION ON TEST

LOA	12.10 m
Beam overall	3.96 m
Passenger capacity	12
Cabins	3
Berths	8 (6 fixed + 2 convertible)
Bathrooms	1
Maximum power	2x320 CV (EFB diesel) 2x350 CV (outboard)
Displacement (Empty Hull)	da 6,800 a 8,200 kg
Fuel tank capacity	700 l
Water tank capacity	220 l
CE certification category	B
Starting price	€ 485,964 + VAT

base version with Volvo Penta D4 2x320 HP Diesel

EQUIPMENT

STANDARD

White hull color; eco-teak on deck and in salon; gas stove; 130 L refrigerator; 12" Garmin MFD for Volvo Penta EFB engines or Simrad for Mercury outboards; autotrim, onboard computer, depth log, and cruise control; rear glass on roof; manual deck hatches; 4.4 kW bow thruster; 40 L hot water system; 5 fender storage compartments; fire extinguishers and fire suppression system; 700 L fuel tank; electric WC, glass sink with faucet, and separate shower compartment; offshore seats + chaise longue; galley with double sink and faucet; opening porthole in cabin with blinds and mosquito net; opening porthole in bathroom with blind and mosquito net; 220 L hot and cold water system; electric steering with tilttable wheel; Humphree Lightning interceptors; ventilation in forward cabin and bathroom; windshield defroster; wipers + washer; shore power socket with cable and 60 Ah battery; dimmable ceiling and courtesy lights; 12V charger; USB ports; compass; leather-covered handles; opening pilot and co-pilot windows; illuminated side decks for access to forward deck; illuminated swim platform; lounge on swim platform with cushions and cover; wrap-around sunshade; swim ladder; electric engine compartment hatch; engine and technical compartment lighting; 110 L black water tank; dual battery system (2x95 Ah for starting, 2x225 Ah for services); digital switch system; cup holders (6); wireless charging for mobile phones (4 units).

CONDITION ON TEST

Location	Cattolica (RN)
People on board	6
Water and sea condition	Partly cloudy with sun, long waves, light breeze
Fuel volume on board	350 l
Water volume on board	30 l

ENGINE

Outboard	Volvo Penta D4 2x320 CV Diesel
----------	--------------------------------

CRUISING SPEED

27.7 | 3,000 | 78
knots | rpm | l/h

NAVIGATION DATA

RPM	SPEED nodi	TOT. CONSUMPTION l/h
1,000	6.4	7.2
1,500	9.5	20
1,800	10	21
2,000	12	48
2,500	20	61
3,000	27.7	78
3,470	35	110
3,700	37.7	130

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STRADIVARI 52

A FUSION OF ART AND POWER



At 15.5 meters in length, it is the largest and most ambitious project ever realized by Cantieri Capelli. The result of a collaboration with Giuseppe Bagnardi (BG Design Firm), the new flagship displays soft and flowing lines inspired by the tradition of Cremonese luthiers. An elegant yet technologically advanced concept, it was awarded the prestigious Design Innovation Award 2025. But appearances can be deceiving: at the stern, four Yamaha XTO F450 outboards, the Japanese brand's top-of-the-line model, are installed, and during our test at the 65th Genoa International Boat Show, they unleashed their full power.



WATCH THE VIDEO



Reinterpreting the shape of the violin, abstracting its sinuous lines, and translating them into a nautical concept — that is the unique challenge Giuseppe Bagnardi, head of BG Design Firm, undertook five years ago. In 2021, the Stradivari 43 made its debut.

The product of a collaboration between Cantieri Capelli and the Antonio Stradivari Luthiers Consortium, this 13-meter maxi-RIB combined Cremonese artisanal tradition with advanced technological features.

The model is rich with references to the musical instrument, not only in its color and material choices: the recess on the soundboard is reflected in the volumes of the cabin and roof, where

two contrasting lines echo its shape, while the neck and string of the violin become a central volume running through the boat, with profiles that narrow and widen from stern to bow. Like its predecessor, the Stradivari 52 clearly references the world of violin making: the pulpit profile, starting at the bow, ends in the stern arch, emulating the violin bow, while the soft curvature of the side decks and t-top profile recalls the instrument's soundbox. The hull, however, is entirely new: fully infused, it has been optimized through hydrodynamic studies.

The evolution also extends to size: compared to its predecessor, the latest model is 2.5 meters

longer (15.5 meters) and 1.3 meters wider (4.9 meters), naturally creating more generous spaces.

The Stradivari 52 thus becomes the largest vessel ever built by Cantieri Capelli, a milestone celebrating the company's fifty years in Spinadesco.

ON BOARD

Through the wide aft platforms, we access the engine well, where an elegant broad teak deck frames the four Yamaha XTO 450-hp outboards.

To port, a retractable boarding ladder is installed, while to starboard an electric gangway or an additional ladder can be fitted. Climbing a step, we enter the cockpit, fully flush deck, domi-

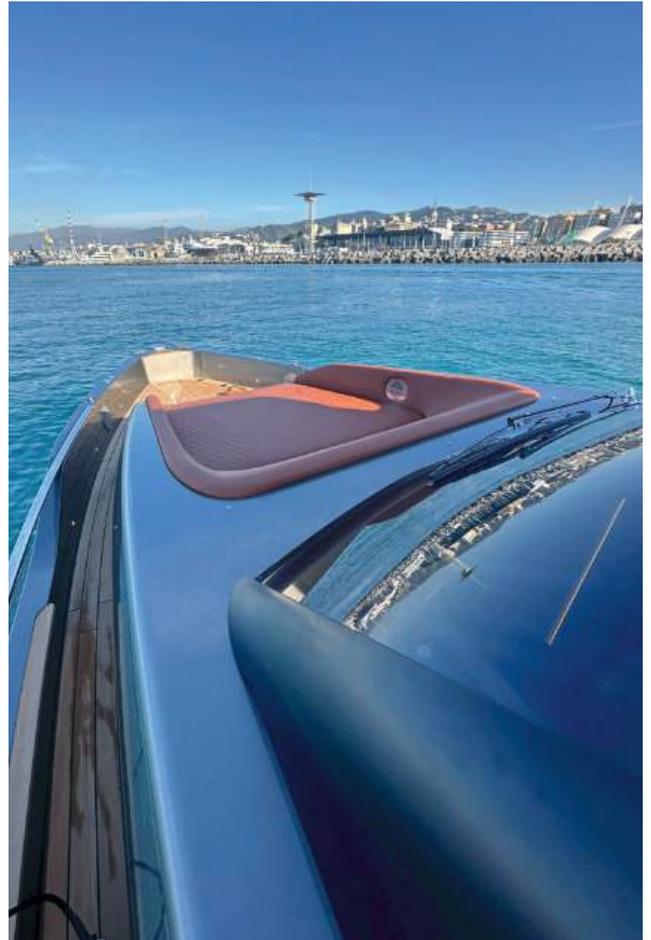
nated by a massive sunpad (250x180 cm) with comfortable headrests. The aft hatch, located beneath the sunpad, features a refined glossy black finish with the “Stradivari 52” logo and is divided into two compartments: one, manually operated, for storing fenders and lines; the other, electrically operated, for housing the tender, water toys, and systems.

Functionality has been carefully considered: along the portside, a fixed carbon fiber shower is foldable and removable, while to starboard a retractable stainless-steel shower is installed; both feature hot/cold mixers.

An additional optional retractable shower is positioned at the bow.

Walking along the wide side decks, we reach the living area, furnished with a C-shaped sofa and a coffee table that, thanks to its petal-style opening, transforms into a large table for alfresco dining.

Two beanbags, stowed in the aft locker, complete the dinette. Alternatively, lowering the table and adding a cushion creates an additional relaxation area (230x160 cm). Details are meticulously executed: the backrest is embroidered with the classic exclusive Stradivari texture, while designer lighting stands out, with spotlights beneath the seating and perimeter lights around the galley unit.





A central corridor leads directly from the living area to the cabin, dividing the space into the galley and helm station: the L-shaped unit, integrated with the two pilot seats to starboard, houses a 100-liter refrigerator, an ice maker, a drawer for a Nespresso machine (optional) and its capsule holder, and a second drawer with a dual trash bin.

The black glossy Corian countertop hosts a sink with a foldable faucet, a workspace, and an optional glacette.

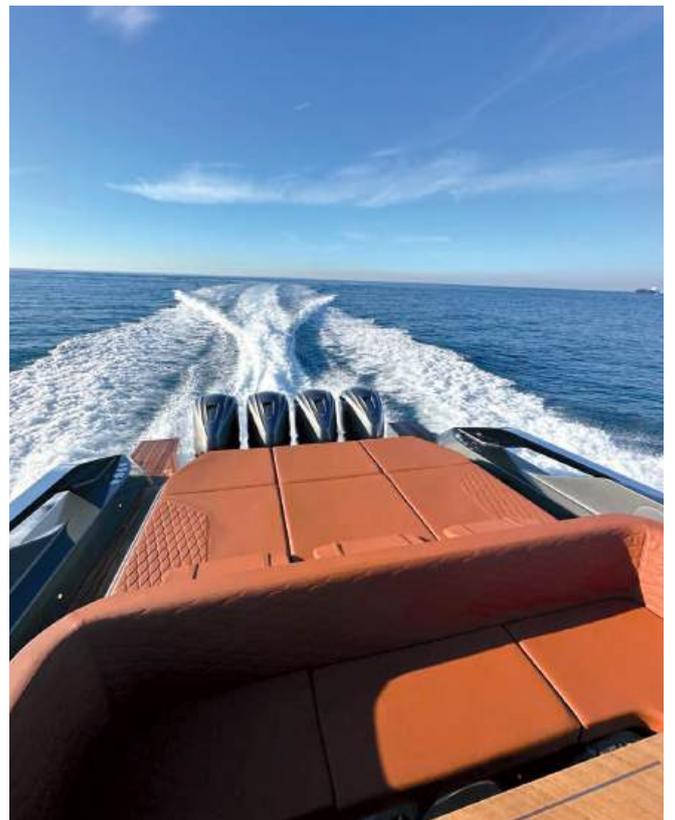
To port, behind the co-pilot seat, a second 100-liter refrigerator and additional storage spaces are available, with a countertop and induction cooktop.

As mentioned, the helm area, protected by the T-top, features three comfortable pilot seats: a pair to starboard and a single to port, all equipped with bolster systems.

The console houses a three-spoke sports wheel, throttle control, two 16-inch Raymarine displays, JL Audio stereo, switches for all onboard systems, dual cup holders, USB ports, chain counter, and radio.

The portside seat also has a screen for navigation or entertainment purposes.

A step along the side decks leads forward to the bow.



Here, a generous sunpad (160x195 cm) takes center stage: an evolution of the chaise longue from the Stradivari 43, positioned on the cabin top with a more inclined surface, ideal for sunbathing and relaxation.

Two Stradivari-branded speakers flank the area, usable in sun or shade, and the entire zone can be protected with a carbon-fiber pole awning (optional).

At the extreme bow, a technical locker allows access to the windlass, chain, and anchor.

A refined stainless-steel staircase with wood treads leads below deck.

Even here, violin references are evident: quilted maple, traditionally used for the instrument's soundbox, is applied to the flooring and some furniture. For fabrics, warm tones dominate: terracotta-colored leather (real and synthetic) and white Alcantara.

We reach a spacious corridor with a maximum height of 2.10 meters: to port, a dresser offers generous storage and a 49-liter drawer refrigerator, while

to starboard a door leads to the bathroom, complete with separate shower, Corian and FENIX surfaces, and a sink cabinet with mirror.

Directly ahead, next to four vertical light strips, opens the master cabin, furnished with a memory-foam double bed, two nightstands, two full-height curved wardrobes, and even a vanity desk.

Large windows ensure abundant natural light.

Aft, the VIP cabin features twin memory-foam beds, illuminated headboards, and functional storage.

With the tour complete, it's time to see how the Stradivari 52 performs at sea.

SEA TRIAL

We are at the Genoa International Boat Show, a must-attend event for boaters, enthusiasts, and industry professionals.

For us, it's the perfect opportunity to test the latest models: the most striking, most talked-about, and most anticipated. Indeed, the Stradivari 52 is among





the vessels that have generated the most curiosity.

It made its world premiere in January at boot Düsseldorf, displayed on land in Hall 5.

Today, we finally have the opportunity to test it on water, paired with Yamaha's top-of-the-line power: four 450-hp XTO outboards.

This, however, is not the maximum power option: the boat can be equipped with up to 2,400 HP, for true adrenaline seekers. Leaving the port of Genoa, we leave behind the Show and its visitors. It's a warm early autumn day: the sea is calm with a very light breeze.

Onboard, there are five of us, carrying approximately 1,000 liters of fuel, 180 liters of water, batteries, and safety equipment. Despite its imposing size, the Stradivari 52 moves with remarkable agility from the first

propeller turns.

At 1,500 RPM, we settle around 8 knots, with minimal fuel consumption: the soft hull on the water anticipates the comfort we will enjoy throughout the test. Around 2,500 RPM, we surpass 17.2 knots: the ideal speed for relaxed yet efficient cruising. Pushing the engines to 3,000 RPM, the Stradivari 52 reaches full cruising speed: 23 knots with an average consumption of approximately 142.2 l/h. Slightly harder at 3,500 RPM, we reach 28.8 knots, consuming 193.7 l/h. This is the cruising speed, the most balanced range for those seeking comfort, range, and performance.

Above 4,000 RPM, fuel consumption rises, but the performance is exhilarating. At 4,500 RPM we approach 38 knots, while at 5,000 RPM we surpass 42.9 knots safely.

The new hull keeps the boat stable and dry even at high speed, and the generous 4.9-meter beam provides a feeling of solidity, perceptible during maneuvers and trim adjustments.

At maximum throttle, the maxi-RIB unleashes its full potential: a top speed of 51 knots, an astonishing result for a boat of over 14 tons in operational order.

In all conditions, the Stradivari 52 demonstrates remarkable balance: the hull responds promptly, control is never compromised, and comfort remains high even at full throttle.

A test that confirms how elegance and design can perfectly coexist with world-class performance.

STRADIVARI 52

TECHNICAL SPECIFICATIONS

LOA	15,50 m
Beam	4,80 m
Beam overall	4,90 m
Maximum height (with mast light)	4,19 m
Passenger capacity	20
Tube diameter	0,65 m max
Maximum power	4x600 HP (2.400 HP)
Weight	9.950 kg (approx.)
Weight with 4 Yamaha XTOs	11.900 kg (approx.)
Fabric	ORCA NEOPRENE HYPALON 1670 dtex
Hull, hard-top, and other details	infusion
Design	Cantieri Capelli Technical Dept., Giuseppe Bagnardi of BG Design Firm
CE certification category	B

EQUIPMENT

STANDARD

Courtesy LED lights; six mooring cleats with L-shaped stainless-steel protection plates; anchor windlass with dual control; 16-kg Ultra Marine stainless-steel anchor with 50 meters of chain and 1500 W windlass; bow thruster; full teak deck with wide planking; walkaround foredeck area; elliptical handrails with backlighting along the gunwale; integrated retractable swim ladder on the stern platforms; queen-size bed with memory foam mattress and matching bedspread; bedside tables with USB sockets and reading lights; vanity unit with pouf; wardrobe with storage compartment; built-in electric toilet; separate shower area with dedicated door and showerhead; "rain shower" with chromotherapy package; glass ceiling; double bed with memory foam mattress and coordinated bedspread in the VIP cabin; shell-shaped fore sundeck with integrated speakers; C-shaped sofa with storage compartment; aft sunpad with headrests; two movable poufs; foldable teak dining table with stainless-steel electric pedestal; dual wet bar with facing benches; two drawer refrigerators (100 + 100 liters); ice maker; integrated sink; premium integrated cooktop with dual function (grill and burner); dedicated storage compartment for trash bin; large electrically operated aft locker; fender storage compartment at the stern; stainless-steel cockpit gates.

CONDITION ON TEST

Location	Genoa
People on board	5
Water and sea condition	sunny, light breeze, calm sea
Fuel volume on board	1.000 l
Water volume on board	180 l

ENGINE

Outboard	Yamaha V8 4x450 CV
Propeller	21" pitch

CRUISING SPEED

28.8 | **3,500** | **193.7**
knots | rpm | l/h

NAVIGATION DATA

RPM	SPEED knots	TOT. CONSUMPTION l/h
500	2.8	15.2
1,000	6	29.9
1,500	8	45.2
2,000	11.2	72.3
2,500	17.2	103.7
3,000	23	142.2
3,500	28.8	193.7
4,000	33.3	239
4,500	38	295.2
5,000	42.9	409
5,500	47	470.6
5,800	51	576

SHIPYARD

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THE ART OF BREATHING

THE IMPORTANCE OF BREATHING IN SCUBA DIVING

by Greta Ferrari

There is a moment, just before diving, when the world seems to hold its breath. The waves calm, thoughts slow, and the breath becomes the only true bridge between us and the sea.

Breathing underwater is not merely a physiological necessity: it is an art, a silent language that communicates with the water and with our own body. Those who learn to master it discover that a dive becomes not only safer, but also deeper, more intense, and profoundly intimate.



THE TECHNIQUE OF BREATHING: CONTROL AND AWARENESS

Underwater, breathing is never a trivial gesture: it influences buoyancy, air consumption, and even the way we experience the dive. This is why experienced divers often speak of “conscious breathing,” a genuine tool for control.

The most common technique is deep diaphragmatic breathing, which begins in the abdomen and gradually fills the lungs.

Inhale slowly, exhale slowly: a sequence that reduces anxiety, stabilizes the heart rate, and makes maintaining buoyancy feel natural. Many divers complement this practice with techniques borrowed from yoga and meditation, learning to slow their pace and maintain focus even in challenging conditions.

Some synchronize their breath with their fin strokes, turning

each movement into a fluid, measured gesture.

Others train on land with specific exercises, such as box breathing or wave breathing, to teach the body how to manage airflow efficiently.

The goal is not merely to breathe — it is to use the breath as an inner compass, guiding every phase of the dive.

THE BENEFITS OF CONTROLLED BREATHING

Training your breath enriches every dive with new possibilities. The benefits extend far beyond technique, encompassing safety, performance, and psychological well-being:

- **Safety:** A steady breath keeps the mind clear, helps manage stress, and reduces the risk of impulsive reactions in critical situations.
- **Autonomy:** Air consumption becomes more efficient,

extending dive time and giving more opportunity to explore.

- **Buoyancy and stability:** Inhalation and exhalation become tools for micro-adjustments, allowing divers to ascend, descend, or maintain perfect trim.
- **Psychophysical well-being:** Calm breathing induces deep relaxation, reduces anxiety and fatigue, and transforms the dive into an almost meditative experience.
- **Connection with the environment:** By slowing the rhythm, divers merge with the movements of the sea, perceiving its sounds, currents, and even silences more intensely.

Each dive becomes an inner journey guided by the breath, where technique and introspection meet to amplify the sense of freedom that only the sea can offer.

OFFSHORE TEASERS

by Davide Acone

While offshore fishing is undeniably a technique of pursuit, it is equally true that, once we enter the strike zone of a pelagic predator, we must do everything possible to ensure it cannot resist the temptation to trail behind for a “closer look.”

To help achieve this goal, there are various types of teasers, each designed for a specific purpose.



We cast off, head toward our offshore hotspots, and rig the rods, each in its designated position. We watch the lures occasionally break the surface before diving again. Everything seems in order... yet something is missing. Then our eyes fall on the “empty” spaces between one lure and another — spaces that could be filled with another lure, or something even better: a teaser.

Using teasers in the spread has become almost a ritual over the years. For certain offshore species, anglers employ more teasers than baited lures, or even only teasers with a single rod rigged with natural bait, as in pitch baiting.

Of course, as in any kind of fishing, each region has its own customs. Captains tend to favor certain teasers over others depending on the fish they are targeting and the technique being employed. Yet, by understanding the different types thoroughly, we can experiment even in our own waters and discover results we never imagined.

BIRD VS. FLIPPY MONKEY

Often called “airplanes,” these are actually known as “birds” because their movement on the water mimics a bird taking flight, flapping its wings across the surface during the first few meters. Typically, when birds are this active on the water, a feeding

frenzy is underway. Birds come in many sizes, colors, and shapes, but the principle remains the same. The best ones to use individually are fairly large, at least 20 cm in length. Rigid birds have angled side fins that push them toward the surface, but in rough seas or strong winds, they may flip 180°, submerge, and create significant drag, triggering your rod. Once flipped, it can be difficult to bring them back to the surface. Wooden models help them resurface, but in the meantime, the drag may start, creating confusion: initially, it’s hard to tell if it’s a fish or a false strike. Sometimes dozens of

Those who use teasers on a daily basis, especially for rostrum fish, know how essential these tools are — so much so that they carefully select the type of teaser to deploy based on weather conditions and their position in the fish’s wake.



meters must be let out before the bird resurfaces, and occasionally the line belongs to a diverter that must be reattached.

Another drawback occurs on a strike: birds create substantial water resistance, reducing the fun of the fight due to less direct contact with the fish.

Flippy Monkeys, on the other hand, are large rubber squid with semi-rigid arms, each tipped with two smaller rubber squid.

This type of teaser produces the same splash and commotion as a bird but works on both sides, avoiding flipping issues.

Furthermore, on a strike, it transmits very little resistance in the water, making the fight more enjoyable. Finally, unlike birds, Flippy Monkeys are soft, better deceiving billfish that strike with their swords. This teaser is rigged by attaching the mainline at one end and the terminal with a baited hook about 2–2.5 meters behind.

DAISY CHAIN

The “daisy chain” teaser consists of a series of lures (usually five to seven) arranged in tandem on a nylon monofilament, at the end of which is either the final baited lure or a snap hook to attach the terminal with the bait.

I personally prefer the latter, both because daisy chain nylon is often thick and unsuitable as a terminal, and because the snap hook allows selection of the bait depending on the day’s conditions, the target species, and the position in the spread. The daisy chain works primarily on or just below the surface.

It can be made with a series of Flippy Monkeys, small birds, or a sequence of bullet or rubber squid. A special variant is the Mud Mirror, made of fish-shaped plexiglass pieces attached to the mainline. When used on long rods, it helps keep lines visible and taut against wind movement. This is highly effective for species like needlefish and in the ocean for sailfish, marlin, and large dorado.

DREDGE

Have you ever seen those large umbrella-like teasers in footage of big-game fishermen targeting marlin? These are dredges, extremely attractive but not easy to handle.



Dredges are often trolled using the first sections of the outriggers, so that they can be retrieved and kept out of the water in case of a strike, without the need to bring them into the cockpit.

A dredge consists of one or more steel “umbrellas” with lines radiating outward, each rigged with tandem lures, rubber squid, silicone fish, or hard rubber tuna shapes.

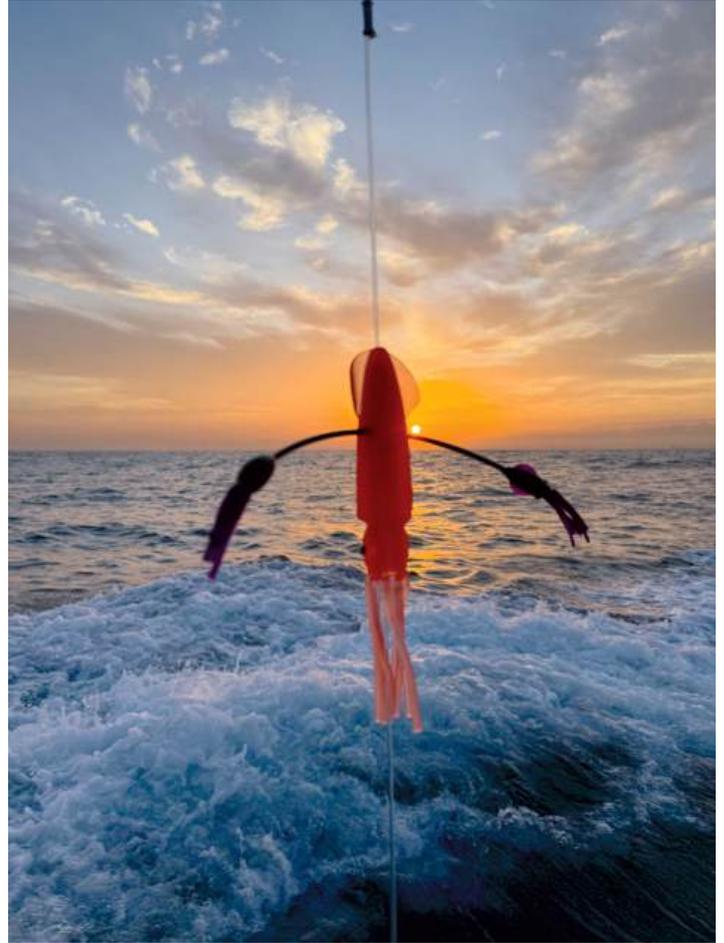
They must be trolled submerged, meaning their weight and water resistance require consideration, along with the addition of a cannonball or hydrodynamic sinker weighing 2–5 kg.

On a strike, especially with billfish, the dredge must be retrieved quickly.

For this reason, large electric reels are often used in ocean marlin fishing. Nevertheless, dredges are highly effective on large pelagics closer to home. Occasionally, dredges are rigged entirely with natural bait to keep billfish behind the spread longer, increasing the chance to hook and execute switch-and-bait techniques.

SPREADER BAR

Less demanding than dredges economically and practically, single spreader bars are a valid



By trolling the teasers independently of the baited lines, you can achieve a direct fight with the fish, without obstacles that might break contact or create drag in the water during the runs... all this at the expense of some missed strikes, but to the benefit of pure angling enjoyment!

alternative to large, expensive American teasers. They consist of a steel bar attached at the center to the mainline, with multiple tandem lure lines. These can be the same as dredge lures or small kona, since they work only on the surface. Spreader bars are trolled in the spread without a baited hook, purely for attraction, and retrieved on a strike. In the ocean, they are less common, while in the Mediterranean they are widely recognized and effective on all pelagic predators, including

tunas. They are particularly suitable when targeting billfish in a dedicated session.

LARGE KONA

Even large kona lures can be considered teasers, depending on the target fish. They are widely used in pitch-baiting for large billfish. It is clear that for switch-and-bait techniques on big blue and black marlin, giant kona are preferred, while for smaller fish, smaller kona suffice. For instance, for sailfish, white marlin, or needlefish in the Mediterranean, 25–30 cm kona

are enough to attract fish to the spread.

These are trolled unhooked at short distance, and when a billfish follows, a rod rigged with natural bait is quickly deployed to encourage the fish to switch from the teaser to the baited hook.

This is an adrenaline-charged method, favored by thrill-seeking anglers around the world.

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CANNES YACHTING FESTIVAL 2025: A RECORD-BREAKING EDITION

From September 9 to 14, 2025, the Croisette hosted Europe's largest in-water boat show. A truly record-breaking edition, featuring 711 boats on display (+1.5% compared to 2024), 677 exhibitors (+5.8%), and an impressive 147 world premieres (+22.5%). Attendance also saw a slight increase, with about 56,000 visitors — roughly a thousand more than last year. During the event, Director Sylvie Ernoult, attending her final edition, bid farewell to the public, emphasizing how the Festival continues to serve as a key reference point for the entire yachting industry despite economic and geopolitical challenges. Starting in 2026, leadership will pass to Constance Brément, a manager with extensive experience in both yachting and the luxury sector, who expressed her enthusiasm for the new role and her commitment to strengthening the show's international standing. The division by sectors once again helped enhance the clarity of the exhibition layout. At the Vieux Port, 358 motor yachts ranging from 12 to 45 meters were moored, including more than 75 superyachts and 24 power catamarans. Port Canto, on the other hand, showcased 353 boats, among them 128 new sailing yachts over 10 meters — the largest fleet of large sailboats ever displayed in the water. In the Power Boat Marina, inaugurated last

year, over 180 units up to 13 meters were presented, while the Broker & Toys area gathered 45 pre-owned yachts over 25 meters and a wide selection of water toys. Among the most popular new features was the Innovation Route, a dedicated path designed to highlight the most sustainable and cutting-edge solutions. The jury recognized the top innovations in four categories: Watchkeeper by SEA.AI for navigation experience, Modx 70 by MODX Catamarans for sustainable technologies, M.10 by Millikan Boats for alternative propulsion, and Vaan R5 by VAAN Yachts for low-impact production processes. A special award was presented to the B.Yond 37M by Benetti Yachts. With smooth organization — further enhanced by an improved shuttle service between the two ports — the 2025 Cannes Yachting Festival once again stood out for its ability to blend innovation, elegance, and business. It provided a unique platform to showcase the industry's latest developments and anticipate future trends. The next edition is already set to take place from Tuesday, September 8 to Sunday, September 13, 2026.

CANNES YACHTING FESTIVAL

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To mark its 15th anniversary, Compass Marine introduced the Jet Ski Lift JSL-300, an innovative system for lifting and handling jet skis on board.

Developed from Compass Marine's extensive expertise in the sector, the JSL-300 stands out for its functional and multipurpose design. The entire structure is built from AISI 316 stainless steel, a material that ensures exceptional resistance to marine corrosion and long-lasting durability.

Movement is electro-hydraulic, featuring an automatic mechanical lock that engages once the lift is fully raised, allowing for safe navigation. Unlocking occurs automatically at the start of the lowering phase, while an integrated position sensor detects any anomalies, preventing the vessel from departing under unsafe conditions. Particular attention has been given to system redundancy, ensuring smooth and precise operation that can be easily managed even by non-specialized personnel.

The JSL-300 can lift jet skis up to 3 meters in length, with a maximum capacity of 300 kg and an overall weight of 150 kg.

But that's not all: one of the most appreciated aspects of the new lift is its versatility. When not used for a jet ski, the JSL-300 can transform into a swim platform. The integrated steps on the movable arm and the flush-mounted swim deck provide comfortable access to the water, enhancing onboard leisure and relaxation.



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THE 66TH GENOA INTERNATIONAL BOAT SHOW RETURNS OCTOBER 1-6, 2026

With its 66th edition scheduled from October 1 to 6, 2026, the Genoa International Boat Show confirms its role as one of the world's most anticipated nautical events — a symbol of Italian excellence, innovation, and global vision.

The event will maintain its multi-specialist format, divided into five thematic areas: Yacht & Superyacht, Boating Discovery, Sailing World, TechTrade, and Living the Sea.

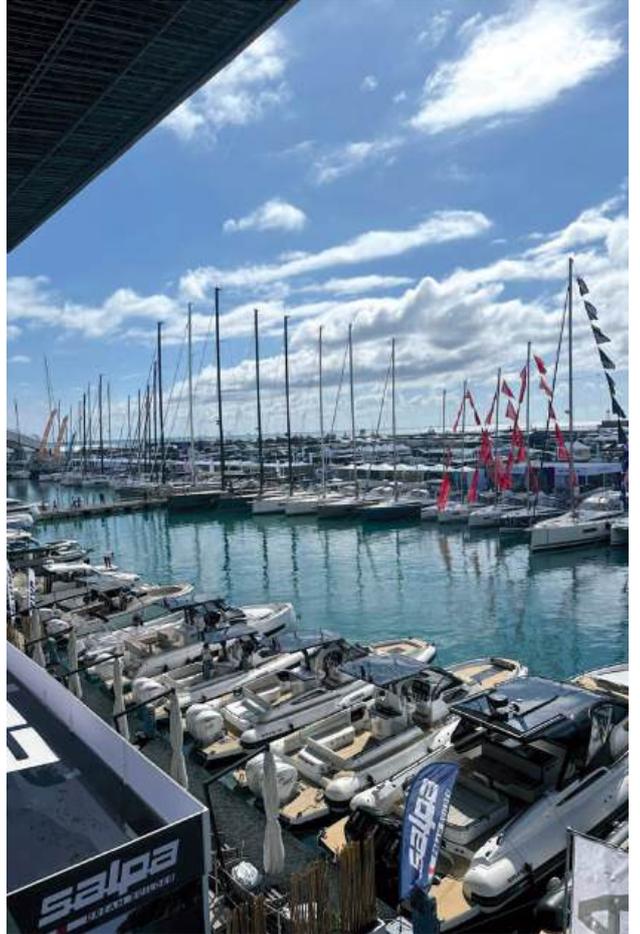
“The Boat Show continues to grow and innovate, confirming its position as a strategic asset for the entire recreational boating system, as clearly demonstrated by the figures of the latest edition,” explained Piero Formenti, President of Confindustria Nautica.

“The dates announced for the 2026 edition represent a strong directive from the General Council, which aims to reaffirm the Show's identity as an industrial showcase, fully aligned with our strategy for international development and positioning.”

The Show's renewed positioning underscores its ability to anticipate market needs and serve as a true driver of economic growth for the entire boating industry.

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50 VOLTE CINQUECENTO



Released in early October by Nutrimenti Mare, 50 volte Cinquecento is the new book by Silvia Traunero and Adriana Quarti that retraces the fifty-year history of the legendary offshore regatta launched in Caorle in 1975. “The Cinquecento,” a 500-mile race for two skippers only, with sealed engines, has over the years become one of the most technical and captivating competitions in the Adriatic — an event that seamlessly blends sport, adventure, and passion.

The 288-page volume, featuring 200 photographs, gathers testimonies, logbook excerpts, and articles that recount half a century of sailing and the sea. The introduction is written by journalist Giulio Guazzini. The official presentation will take place on Friday, November 24 at the Caorle Civic Center — a symbolic location for the regatta and a meeting point for generations of sailors.

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DOMETIC DG3 NAMED FINALIST AT THE FAST COMPANY INNOVATION BY DESIGN AWARDS 2025

After winning the Miami Innovation Award 2025, the Dometic DG3 gyroscopic stabilizer has been named a finalist at the Fast Company Innovation by Design Awards 2025 in the Transportation Design category. Now in its 14th edition, the award — promoted by the American magazine Fast Company — honors designers and companies that tackle today's challenges with creativity while anticipating tomorrow's needs. The winners were selected by a jury of designers, business leaders, and Fast Company editors.

The Dometic DG3 stood out for several reasons: it marks the beginning of a new generation of fully electric gyroscopic stabilizers, offering faster spin-up and spin-down times, lower power consumption, and minimal maintenance thanks to the elimination of hydraulic components.

This model is compatible with 12V, 24V, and 48V systems and integrates seamlessly with multifunction displays through a simple Ethernet connection.

"The DG3 gyroscopic stabilizer represents a major step forward in onboard motion control," explained Eric Fetchko, President of Dometic Marine. "We designed a compact, high-torque solution that reduces roll without compromising the vessel's design or performance. Fast Company's recognition highlights the innovation behind our approach and its impact on next-generation boats."



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Owners and crews can now ask their yacht questions and receive intelligent, actionable answers. This is the breakthrough introduced at the Monaco Yacht Show: Navica AI.

Founded by Conor Hearn in partnership with the Censi Buffarini family, the company has developed a platform capable of predicting failures weeks in advance, optimizing workflows, and providing transparent reasoning. Navica AI observes and advises — but never controls.

Human authority remains absolute. Captains, chief engineers, and ETOs helped shape the technology through months of operational analysis. The first yachts equipped with Navica will enter operation later this year, while the AI-Native vessels — designed from the outset with the platform fully integrated — are scheduled for delivery in early 2026.



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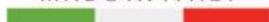


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END-OF-SEASON CLEANING

HOW TO AVOID MOLD, ODORS, AND INTERIOR DAMAGE

by Pierfabio Comparato

As the summer season comes to an end, it's time for a task that many boaters tend to postpone: post-season cleaning and maintenance.

A crucial step to preserve the value and beauty of your boat — and to avoid unpleasant surprises when it's time for winter storage or next spring's launch. After preparing the exterior and onboard systems for the winter — as we discussed in the October issue — it's now time to focus on the interiors.

Mold, unpleasant odors, and material deterioration are silent enemies that develop during the months of inactivity, but with a few targeted precautions, they can be effectively prevented.



1. DRY MEANS CLEAN

The first enemy to fight is moisture.

A boat closed up for months, with little ventilation and a few drops of residual water in the bilge, becomes the perfect environment for mold and bad odors. Before sealing everything for the winter, it's essential to dry every interior area thoroughly — from the flooring to lockers, all the way to cabinets and cushions.

After cleaning with a neutral detergent, wipe everything with a dry cloth and leave it open for a few hours, preferably on a sunny, breezy day. Mattresses and fabrics must also be completely dry — trapped humidity inside them is one of the main causes of mold.

A small trick: place dehumidifying bags or, even better, moisture-absorbing containers in several areas throughout the boat.

2. DEEP INTERIOR CLEANING

Once dry, it's time for a thorough cleaning. Wooden interiors, such as teak, require specific cleaners followed by a protective oil or wax treatment to prevent drying and cracking.

Fiberglass surfaces can be washed with neutral detergents, avoiding harsh products that could damage the finish over time.

As for fabrics — curtains, upholstery, and cushion covers — it's advisable to wash them or at least air them out.

If they're not being removed, covering them with breathable sheets is an excellent solution. These allow air circulation while protecting against dust and condensation.

Another commonly overlooked area is the refrigerator and galley compartments. Leaving them even slightly damp or with food residue is the fastest way to end up with mold and foul smells. It's best to empty them completely, clean them with water and baking soda, and leave the doors slightly open through the winter to allow air circulation.

3. VENTILATION AND AIR CIRCULATION

Ventilation is cleaning's best ally. When storing a boat ashore, it's important not to seal it completely under the cover — leaving some side openings helps reduce condensation and prevents stagnant odors.

Installing small vents or grilles in less-aired spaces, such as cabins and lockers, promotes natural airflow. Using salt-based or electric dehumidifiers also helps keep the environment dry and prevents mold and corrosion.

Proper air circulation protects linings, wood, and onboard systems, helping to keep the boat in perfect condition throughout the off-season.

4. CARE AND PROTECTION OF LEATHER, SYNTHETIC LEATHER, AND RUBBER

Leather, synthetic leather, and rubber tend to crack when exposed to dry air or cold for long periods. After cleaning, they should be treated with nourishing or protective products.

It's important to use specific, non-aggressive formulations that penetrate deeply and create a barrier against moisture and UV rays.

Regular application preserves the original look and prolongs the lifespan of the materials, preventing costly replacements.

Door and porthole seals also benefit from a thin layer of silicone grease, which keeps them supple and prevents leaks during the next launch.

A quick visual inspection allows you to intervene promptly in case of hardening or microcracks.

5. FINAL CHECK BEFORE HIBERNATION

Before leaving your boat to "rest," it's a good habit to take a complete walk-through with a notepad in hand.

Check for small leaks, traces of rust, humidity spots, or materials that could deteriorate over time. Inspect the batteries, electrical cables, and other exposed onboard systems. Also, check tanks, filters, and sea intakes to ensure they're clean and properly sealed. It's always better to fix small issues now than to discover them in spring, when you're eager to get back on the water. Cleaning and preparing your boat for winter isn't just about aesthetics — it's a long-term investment that preserves the materials, comfort, and value of your vessel.

A few hours of proper work can save you weeks of hassle at the start of the next season.

A well-maintained boat doesn't suffer during its winter rest — on the contrary, it returns to the water fresh, fragrant, and ready for a new summer, just like the first day it was launched.

BUYING AND SELLING USED BOATS IN WINTER

by Marine Surveyor Daniele Motta

For a long time, and by long-standing tradition, the winter season has been considered the best time both to purchase a new boat and to buy or sell a used one. And indeed, it still is — particularly for new builds, given the established calendar of some of the most important boat shows — but also for used boats, since it's possible to view and inspect vessels that are stored ashore or otherwise not in use. This has long been the case, up until just a few years ago, in virtually every country with a boating culture and yachting traditions. In this month's feature, I'd like to briefly outline how the market—along with broader economic and social trends — has changed dramatically, and yet why it still remains, at least theoretically, an “ideal” time to consider buying or selling in the winter.

WHAT HAS CHANGED?

From the standpoint of the new-boat market — and not only that — recent years have seen an increase in boat shows and exhibitions that are no longer confined to the end of the season.

A purely Italian example is the Venice Boat Show: now an established event held, since 2019, between late May and early June. Those are decidedly

summer months, and they demonstrate — at least in part — how buying and selling, as well as the general interest of both industry professionals and boaters, are no longer tied exclusively or objectively to a single season.

Similarly, in the used-boat market, contrary to the customs that shaped the sector for decades, buying and selling now happen year-round without distinction.

As I have often pointed out in my articles, boat usage itself has evolved: increasingly, we're cruising in every season.

But there's more. For several years now, recreational commercial vessels — although within the specific limits set by different maritime administrations — have been authorized for a much broader range of activities. We've moved beyond bareboat charter and traditional chartering to include training, assistance and support services, dining experiences, sporting, social, and entertainment purposes, and, in some specific cases, even the transport of goods. This development, which I would describe as a remarkable economic and social evolution of the recreational boating sector, continues to be driven primarily by regulatory progress. In some countries, such legislation is

finally providing tangible support — including tax benefits — though these advantages remain, for now, largely reserved for commercial vessels.

WINTER: OPPORTUNITIES AND ADVANTAGES

Let's now look at how the winter season, if used wisely, can indeed offer several opportunities and advantages.

First of all, as mentioned earlier, winter still lends itself perfectly to planning the sale or purchase of a used boat. Below are some of the many aspects worth considering:

- Many boats can be inspected or surveyed while on the hard, which can significantly reduce the preliminary costs involved in purchasing a used vessel.
- It's historically the ideal time for boatyard work, both routine and extraordinary maintenance. However, it's essential to plan well in advance and coordinate activities with the yard. Too often, waiting until the last minute means the yard has no time or space to accommodate your vessel.
- Winter is also a favorable time for administrative and bureaucratic procedures. Registries, professionals (such as agents and surveyors), and technical authorities — except for a few cases — tend to operate more

MARINE SURVEYOR DANIELE MOTTA

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



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

As a lecturer and trainer, he has conducted various courses and seminars dedicated to the maritime cluster. He currently works as a freelancer under his own brand, better known as Marine Consultants & Surveyor (www.perizienavali.it).

Do you have any questions for Marine Surveyor Daniele Motta?

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efficiently and promptly in this season.

- As mentioned above, it's also possible to plan and conduct commercial activities or services (provided the necessary permits and certifications are obtained), such as private and corporate events, training courses, culinary experiences, water sports, and many other social and cultural initiatives. These can allow a vessel to continue generating income even after the main season ends.

- Winter is unquestionably the best time to focus on marketing and sales campaigns for summer charter bookings. Investing time and



resources during this period ensures a steady flow of revenue for the company (in this case, a charter operator) while maximizing the vessel's utilization throughout the season.

A well-executed winter booking campaign also allows travelers to take advantage of significantly lower rates compared to last-minute offers—which are not always as convenient as they may seem.

The points listed above represent just a few of the many theoretical advantages that can be leveraged during this time of year, to the benefit of both private owners and professionals in the recreational boating sector.

What's certain, however, is that compared to a decade ago, habits, customs, and market dynamics have changed profoundly.

Today, with some approximation, it's clear that boating activities — including buying and selling — are no longer confined to a specific period of the year. Increasingly, recreational boating— whether private or commercial — has become a year-round pursuit, no longer limited to the summer months.

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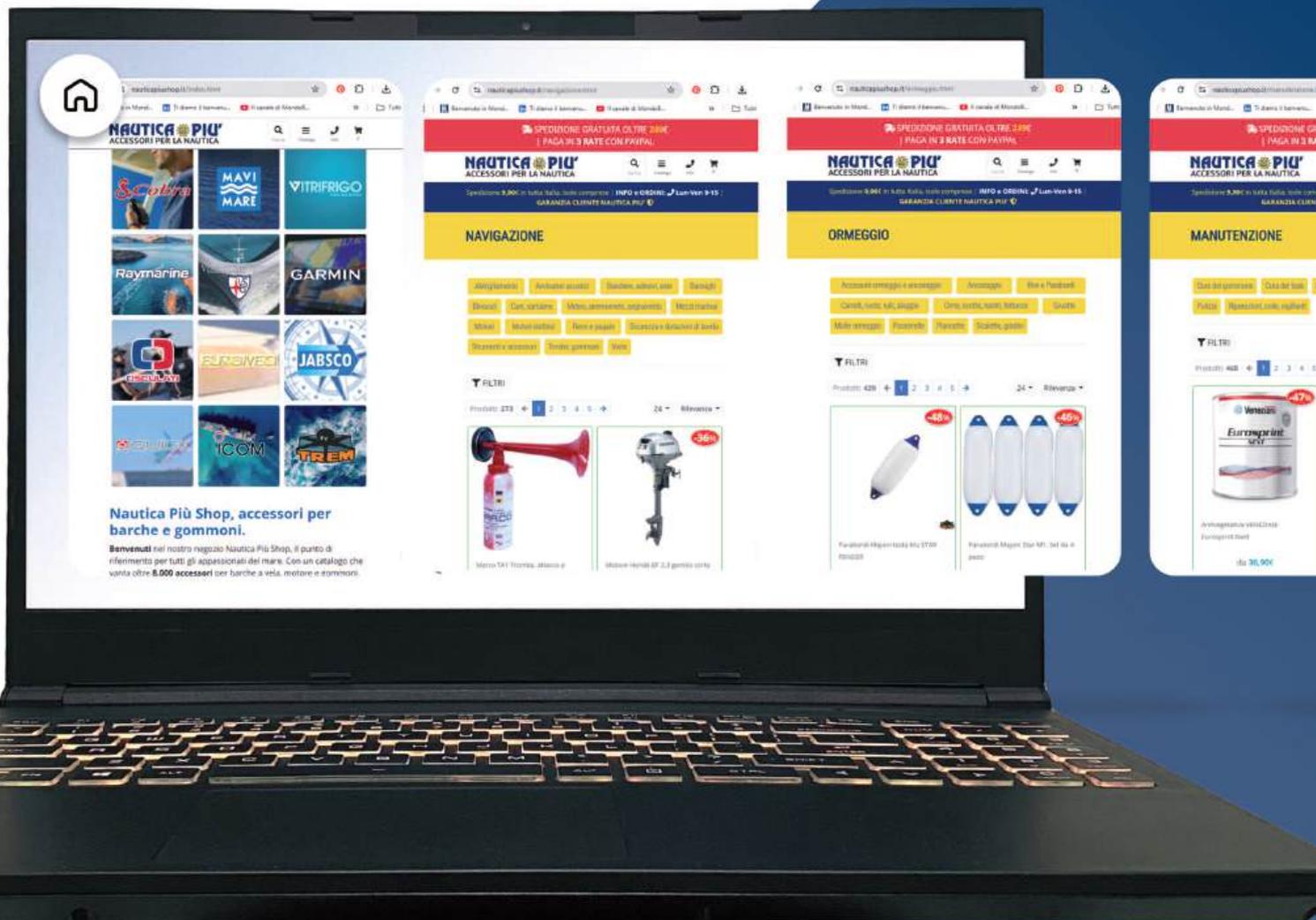
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PROVISIONS AND SHIP SUPPLIES

CLARIFICATIONS ON THE SUBMISSION OF THE CARGO REPORT

by Attorneys Massimo Fabio and Giulia Ripa, and Dr. Carmen Raso

On September 10, 2025, the Italian Customs and Monopolies Agency issued Circular No. 24/2025, providing the first operational clarifications on the exemption from the obligation to submit the cargo report for incoming and outgoing goods (respectively “MMA” and “MMP”). The goal is to ensure correct and uniform implementation throughout the national territory of Articles 61 and 62 of the complementary national provisions in Annex 1 of Legislative Decree No. 141/2024 (also referred to as “DNC”).

These provisions establish that shipmasters and captains must have the cargo manifest at hand either upon entering the maritime customs surveillance area or before the vessel departs; that the financial administration identifies, through its own provision, the declaration obligations set by EU customs regulations fulfilled through the submission of the manifest; and that the Agency retains the right to request from captains and shipmasters the presentation of all other ship documents, a request that becomes mandatory when discrepancies are detected between the notice data and the actual cargo.

The clarifications provided in the

recent Circular concern three main aspects: the submission of the cargo report, the categories exempt from submitting the statement, and other cases of exemption.

Regarding the first point, it is noted that the supply of provisions and shipboard equipment, whether or not intended to leave EU customs territory, for which an invoice is issued under the VAT exemption scheme pursuant to Article 8-bis of Presidential Decree No. 633/1972, are subject to export customs formalities (see Art. 269, paragraph 2 of the Union Customs Code).

Following the export customs formalities, such provisions and supplies do not lose their status as Union goods.

The so-called MMP, by express directive, fulfills the formalities required by Article 332, paragraph 5 of EU Implementing Regulation 2015/2447, whereby the carrier notifies the customs office of the goods’ exit or, in the case of provisions and shipboard equipment, of their loading, also for domestic tax purposes.

Therefore, this document constitutes proof of the actual loading of VAT-exempt provisions and ship supplies pursuant to Article 8-bis of

Presidential Decree No. 633/1972. The obligation to submit the MMP when loading provisions or supplies does not also entail, upon arrival at the next port, the submission of the cargo report for incoming goods (MMA) indicating the remaining provisions loaded at EU ports.

However, in the case of fuel, for proof of loading for tax exemption purposes, only the formalities required for excise duties must be applied.

Furthermore, procedural simplifications introduced by Circular 18/D/2010 and confirmed by Note Prot. 43290 of April 16, 2019, remain valid, allowing the use of the “memorandum of loading” and the subsequent cumulative export declaration. These tools are particularly useful in cases where submission of the export declaration at the moment of loading is not feasible due to time constraints or the nature of the operations.

As for the categories exempt from submitting the report (pleasure craft and military vessels, military and recreational aircraft, fishing boats), the Circular provides clarifications regarding leisure craft and cruise ships, specifying that for “leisure craft exempt from the

ATTORNEY MASSIMO FABIO

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

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submission of the report,” one must understand—in accordance with the Navigation Code—any construction of any type and with any propulsion system intended for recreational navigation, without distinction between vessels over or under 24 meters in length; whereas “cruise ships” cannot fall within the exempt categories, since they perform strictly commercial activities and therefore cannot be classified as leisure craft.

The submission of the cargo manifest for incoming goods (MMA) is required when non-Union goods are disembarked.

Conversely, for non-Union goods that remain on board vessels operating in cruise service, the declaration obligation does not apply.

Finally, further cases of exemption from the MMP concern goods unloaded and reloaded onto the same means of transport during transit to allow the unloading and loading of other goods for which no customs declaration is required; non-Union goods accompanied by a T1 document on aircraft or vessels operating on intra-EU routes; goods under T1 transported within the framework of authorized Regular Maritime Services (RSS) pursuant to customs provisions; cases of coastal shipping between national ports for goods accompanied by T2L; and private belongings carried by passengers, for example on vessels transporting both passengers and cargo on extra-EU routes.





THERE ARE BOATS MADE OF CONCRETE



It may sound strange, but boats made of concrete really do exist. The material, which we normally associate with buildings and heavy structures, can also be used to construct floating hulls, thanks to a special type of reinforced concrete designed to distribute weight evenly. The first concrete boats date back to the late 19th century, but they were primarily used during the two world wars, when steel was scarce and inexpensive alternatives were needed.

Today, some leisure craft and barges are still made with this material, valued for its resistance to corrosion and long-term durability.



CAN THE SEA TURN PHOSPHORESCENT?



On certain nights, especially in tropical seas or along specific coasts, something astonishing can happen: the water glows with a bluish or greenish light at the passage of a boat, a fish, or even a hand. This fascinating phenomenon is called bioluminescence. The cause? Microscopic marine organisms, such as dinoflagellates, capable of emitting light when disturbed. It is a defense mechanism, but for those navigating, it offers a breathtaking natural show. The luminous trails created by the hull or oars turn the water's surface into a starry sky.

In Italy, this wonder can be observed along certain coastal stretches, such as the Aeolian Islands, in Salento, or in the Gulf of Naples, particularly in summer, when the waters are calm and the skies dark. Sailing through a wave of light, wrapped in silence and the enchantment of nature, is a unique and almost surreal experience. A small nocturnal miracle that reminds us how the ocean — and the life it host — remains full of mysteries.

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THE SOUL OF RIBS ACCORDING TO LM DESIGN STUDIO

INTERVIEW WITH DESIGNER LUCA MACCHI





Designer and RIB specialist Luca Macchi, who grew up around the lakes of Lombardy and eventually made his way to maxi-RIBs, shares his vision of nautical design. From his early experiences with foldable RIBs to collaborations with major shipyards such as Nuova Jolly and BWA, his journey is a combination of passion, technique, and style. In this interview, he talks about his origins, his most significant projects, and the challenges ahead, from sustainability to emerging technologies.

Let's start from the beginning: how did your interest in nautical design originate, and what were the key steps that led you to establish LM Design Studio?

Growing up in the province of Varese, I wasn't fortunate enough to live near the sea, but my region offered plenty of navigable lakes. In our household, as far back as I can remember, we always had a foldable RIB that would be assembled in the garage every summer. The operation took several days and was always an event, both for the family and for friends. Everyone would come to watch and lend a hand. It was a unique experience.

Later, when I grew older, my brother and I sold the old, small "foldable" and moved on to a fiberglass-hulled RIB, which we set up in the garden, resining and gluing late into the evening. It was there that I realized I was fascinated by these objects and that one day I wanted to see a boat designed by me come to life.

I've also always had a fixation on drawing. I would sketch anything and everything, constantly with a pencil in hand, bent over a sheet of paper. This passion strongly influenced my academic path: initially in Milan at the Politecnico, studying Industrial Product Design, and ultimately specializing in Naval and Yacht Design in La Spezia. There, I had the incredible opportunity to collaborate with a major shipyard for my thesis and to see my design realized just months after graduation. After university, I began working both in design studios and directly at shipyards, mostly in technical office roles.

These experiences, on one hand, allowed me to thoroughly understand the production process of a vessel in every detail, and on the other, they made me realize that what I truly wanted to do was design, conceive, and develop my own ideas and lines.

Your portfolio today shows a wide range of





The new Prince 45 is a maxi-RIB that revolutionizes onboard space, both on deck and below deck, thanks to its D-shaped tubes that reduce interior clutter.

projects, from tenders to open boats, to high-performance RIBs.

In recent years, the RIB world has undergone tremendous change and development: small, simple day boats have evolved into complex vessels, sometimes quite large, featuring cabins, powerful engines, and substantial superstructures.

Entering this professional environment during this period and immediately specializing in this type of boat gave me the opportunity to explore all the facets the RIB has taken on today — from professional fishing workboats to casual day cruisers, all the way to large cabin RIBs and maxi-tenders for yachts.

What are the design principles that guide your work, regardless of the type of vessel?

My projects always begin with the need to combine creativity with pragmatism from the outset, which in this case translates into feasibility, rationality, and seaworthiness.

In this regard, my education at the Politecnico was crucial: I was taught from the very beginning

to merge good design with functionality. Design for its own sake is never good design. Additionally, I always try to blend my own lines and style with those of the clients I'm designing for, listening to their ideas instead of focusing solely on my own. I firmly believe that understanding for whom you are designing and keeping that perspective in mind is one of the keys to a successful project.

Can you tell us about the most recent RIBs you've worked on? How do innovative solutions or stylistic choices set them apart?

The latest project launched has also been the most "out of the box," at least up to now. I'm talking about the Nuova Jolly Prince 45, which hit the water just a few months ago with its first unit.

The shipyard wanted to create a product that was different from the typical maxi-RIB. It's often correctly said, that a RIB offers less space than a conventional boat. From this premise, the Prince 45 was born.

The shipyard's sixty years of experience and expertise in

tubular construction allowed us to create an inflatable tube that wasn't simply round but D-shaped, reducing interior clutter and offering unparalleled spaciousness in the RIB world, both on deck and below.

We also decided to further expand the outdoor living areas by installing foldable side swim platforms at the stern, designed, developed, and fully built by us. I believe the result is a perfect blend of the sportiness intrinsic to a RIB and the practical needs of those using the boat, whether spending a day with many guests or enjoying several days on board in total autonomy.

In your view, how much does the look count against functionality? How do you balance the desire for striking lines with technical and production requirements?

In boating, aesthetics carry significant importance, but they can never override functionality. A boat isn't a static object; it operates in a complex environment like the sea, where safety, efficiency, and reliability are essential.

Even a revolutionary shape must comply with these constraints. That said, aesthetics can be decisive for owners. Many seek uniqueness and style, making design part of their identity.

In short, our job is to find the sweet spot between eye-catching aesthetics and practicality: designing forms in harmony with technical, structural, and

functional aspects to achieve boats that are beautiful, comfortable, and easy to build.

Is there a project, among those completed or ongoing, to which you feel particularly attached? If so, why?

The project closest to my heart is the Nuova Jolly



The Flyer F45 is a maxi-RIB that highlights all the qualities of the range, offering elegant and social spaces from stern to bow, a modern design, bright interiors, and maximum comfort to enjoy the sea at any time of day.



The Flyer F36 is modern and welcoming. Here, luxury and livability merge with BWA's distinctive style. Attention to detail, build quality, and versatile layouts set a new standard for boating.



Two projects developed for Joker Boat: on the left, the 580 Barracuda, designed by Luca Macchi in collaboration with fisherman Mirko Serra for sport fishing, featuring a 130-liter livewell, optimized spaces, and engines up to 130 HP; on the right, the 580 Plus, also by Luca Macchi, which shares the hull and dimensions with the Barracuda but features a layout designed for family and leisure, with dual sunbathing areas, a spacious console, and large storage lockers.

Prince 50.

Not only was it my thesis project, to which I committed enormous effort, but it also allowed me to meet the Aiello family, with whom I immediately developed an incredible rapport. For a recent graduate, seeing one's design realized is a once-in-a-lifetime opportunity. I'm also very attached to the Flyer 36, the first project developed collaboratively with BWA, which won the "Design Innovation Award" in the RIB category at the 2023 Genoa Boat Show.

What are you working on currently? Any new developments for 2026/2027?

This fall, we'll unveil the new Flyer 45, the flagship of the line: a 44-foot vessel that fully embodies the Mediterranean style of maxi-RIBs, combining a walkaround deck layout with unexpectedly spacious below-deck living areas.

I'm also working on projects outside the RIB world: a 52-foot motorboat and a 65-foot motor yacht.

What do you see as the future of nautical design in the coming years? Will topics like sustainability and digital technologies play an increasingly central role?

Looking ahead, I'm curious to see how the nautical world will evolve in terms of sustainability — both regarding hybrid and electric propulsion systems and the resulting hull design changes to create more efficient, environmentally friendly vessels. I'm also very interested in the ongoing 3D printing experiments. If proven viable, they could open vast new possibilities not just in design — allowing forms no longer constrained by traditional molds — but throughout the entire design and production process of a vessel.

It would be a new chapter for shipbuilding: a revolution even

greater than the introduction of fiberglass.

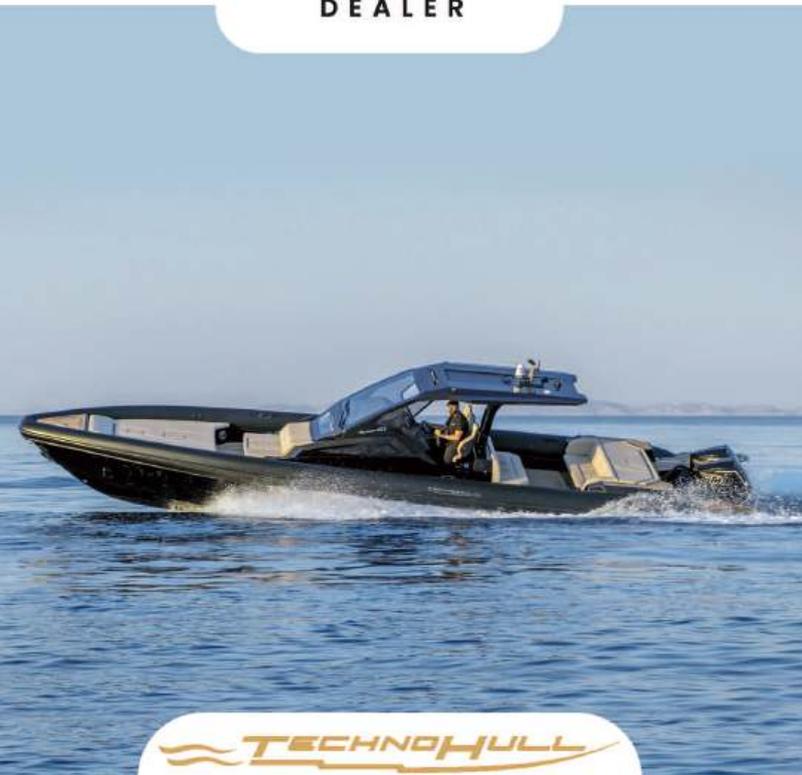
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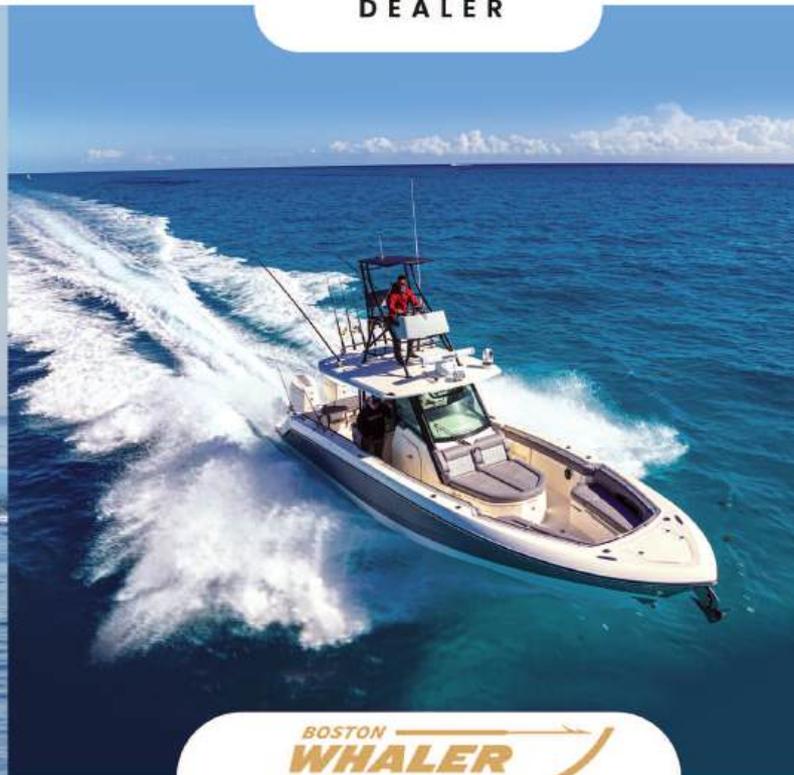
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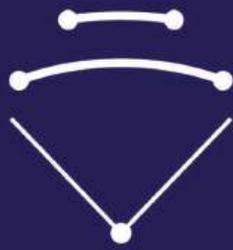


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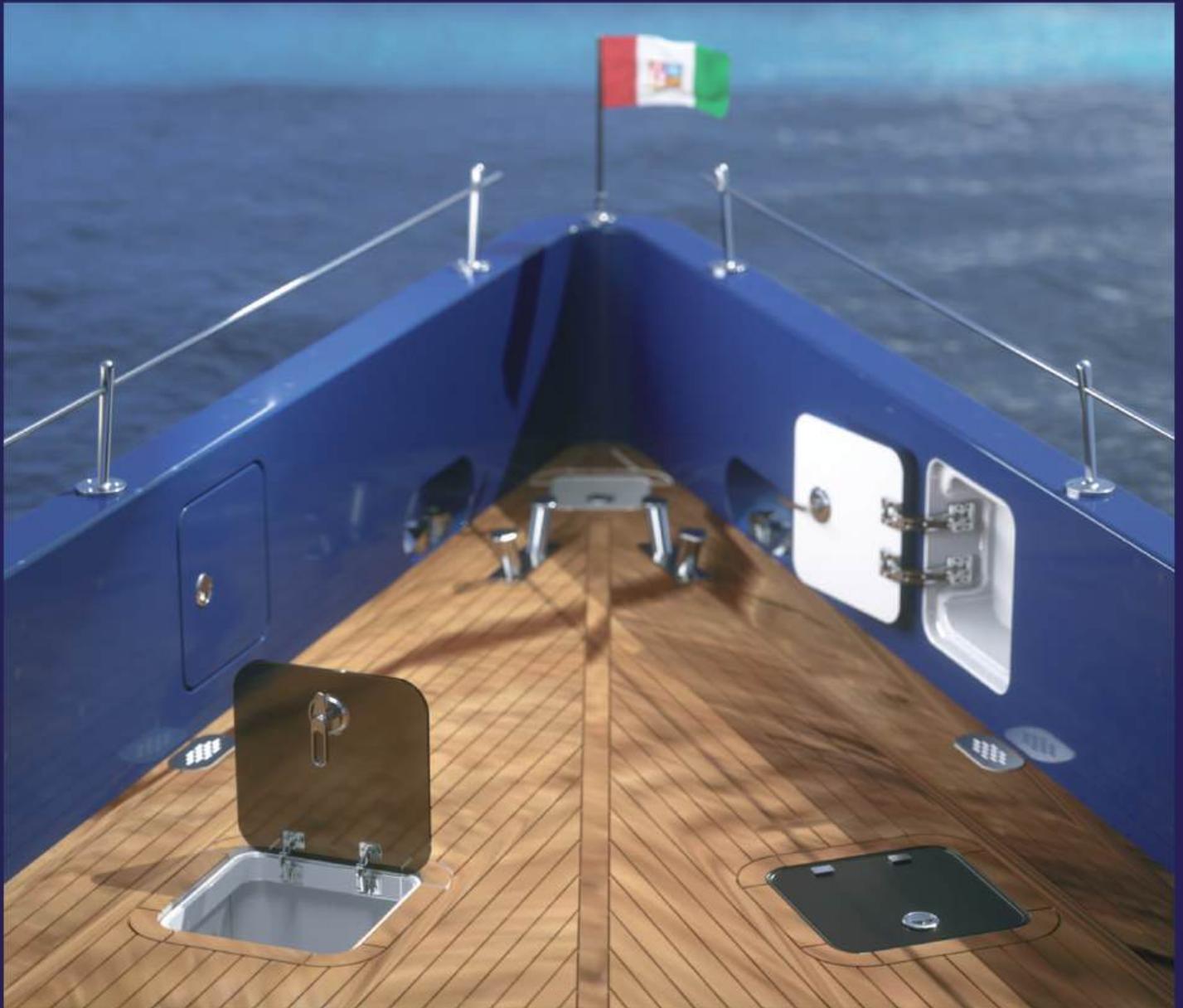
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GIANFRANCO PASCUCCI

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Difficulty: medium



Preparation time: 60 min



Serves: 4 people



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

INGREDIENTS

Grouper fillets: 1 (about 200–250 g)

For the grouper stock:

Grouper: head, tail, and trimmings
Garlic: 1 clove (optional), thinly sliced
Leek: ½, finely chopped
Onion: ½, finely chopped
Celery: 1 stalk, finely chopped
Peeled or chopped tomatoes: 200 g
White wine: 1 glass
Vegetable broth: 2 ladles
Parsley: a few stems

Black pepper: 10 crushed grains

Extra virgin olive oil: as needed

For the pasta:

Mixed pasta: 280 g
Extra virgin olive oil: as needed
Grouper stock: as needed (for risotto-style cooking)

For garnish and plating:

Espelette chili: to taste
Chives: finely chopped
Lemon zest: as needed

PREPARATION

Thinly slice the grouper fillet and season with salt, black pepper, extra virgin olive oil, and organic lemon and orange zest. Cover and let marinate in the refrigerator.

For the grouper stock, set aside the head (halved), tail, and trimmings. Roughly chop the carcass, removing the fillet. In a large pot, sweat all the finely chopped vegetables (celery, carrot, onion) in extra virgin olive oil to low heat. After 5 minutes, add the grouper trimmings, a few crushed peppercorns, and the chopped tomatoes. Cook gently for another 5 minutes.

Deglaze with white wine, then add two ladles of vegetable broth. Simmer for 20 minutes. Strain through a fine sieve, pressing the solids to extract all the flavor.

Set the stock aside. Cook the mixed pasta in plenty of salted water for a few minutes (about halfway through cooking). In a large skillet, heat a drizzle of extra virgin olive oil and add half of the grouper stock. Transfer the pasta to the skillet and continue cooking risotto-style, gradually adding the stock until the pasta is fully cooked. Adjust salt if needed. Plate the pasta and finish with a pinch of Espelette chili (optional), chopped chives, lemon zest, and the marinated grouper fillet.

CHEF'S NOTES

Grouper has an extraordinary flavor: the fillet is delicious even simply seasoned with oil and salt. The head and trimmings are perfect for preparing soups, stocks, or rich sauces.

SOTTOVOCE: THE LIGHT THAT SPEAKS SOFTLY

BETWEEN FLORENTINE CRAFTSMANSHIP AND FRENCH CHARM, IL BRONZETTO CREATES A COLLECTION THAT TURNS LIGHT INTO A STORY OF ELEGANCE AND SILENCE

by Elisa Annesi

There are lights that illuminate—and lights that tell a story. Sottovoce, the new lamp collection by Il Bronzetto, belongs to this second category: objects that do not merely define a space, but transform it into a narrative of elegance, intimacy, and design. Presented at EuroLuce 2025, the collection was born in Florence — a city that has always integrated art, craftsmanship, and a culture of beauty — and carries with it the artisanal knowledge and aesthetic sensitivity that have defined Il Bronzetto's atelier for over half a century.



The name Sottovoce is no coincidence: it is an invitation to discretion, to the pleasure of a light that does not dominate but accompanies, weaving gracefully through spaces like a breeze over the sea at sunset. The collection interprets light as a poetic material, capable of evoking moods and atmospheres. A silent language, composed of golden reflections and delicate shadows, perfectly suited to the nautical world, where space is intimate and light becomes an integral part of the onboard sensory experience.

Sottovoce draws inspiration from the 18th-century French Bouillotte lamps, originally designed to illuminate the gaming tables of Parisian aristocratic salons. Even then, light was a social gesture: discreet, warm, refined. Il Bronzetto reinterprets this essence with a contemporary vision, merging craftsmanship and modern design, with echoes of David Chipperfield's minimalism and Roll & Hill's formal purity. The collection comprises four elements—a vertical chandelier, a horizontal chandelier, a table lamp, and a floor lamp—all united by a poetic sense of silence and proportion. Natural brass, the star of the structures, alternates with painted metal surfaces in black or color, accented with fine red edges. Each piece can be customized with dimmable LED sources, allowing modulation of light intensity according to mood and setting.

THE BALANCE BETWEEN LIGHT AND ARCHITECTURE

The Sottovoce chandeliers present themselves as true suspended

sculptures.

The vertical version, with cascading arms in brushed brass, shapes light in space with understated drama, ideal for rooms with high ceilings or panoramic salons.

The horizontal version, in contrast, plays with linearity and symmetry, diffusing warm, intimate light —perfect for an elegant living or dining area. The table lamp is a compact masterpiece of balance and personality: refined, with a matte black shade edged in lacquered red, it casts a golden, focused light that transforms any desk or small table into a corner of quiet.

The floor lamp, tall and minimalist, seems drawn as a line in the air: it illuminates discreetly and warmly, creating small islands of visual comfort.

A LIGHT FOR THOSE WHO LOVE SILENCE

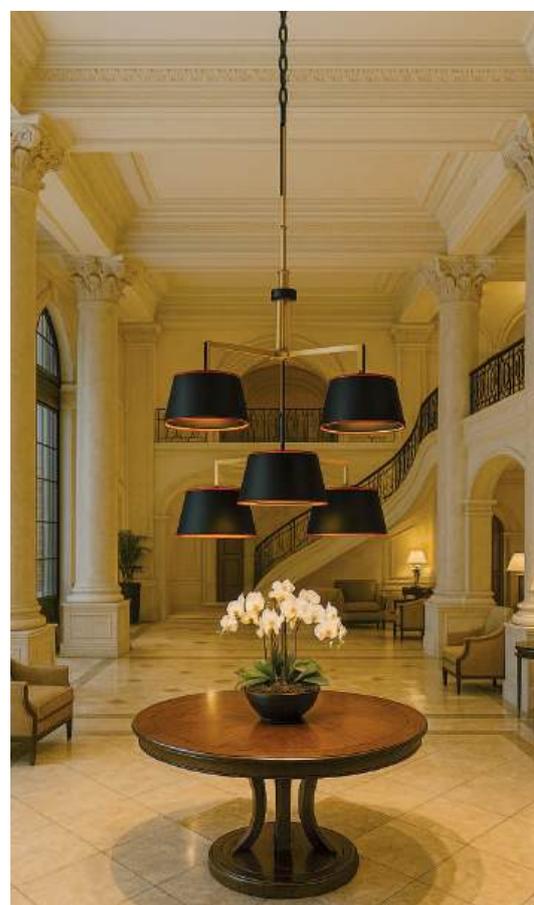
In the design world, often dominated by excess, Sottovoce takes the opposite path: subtraction.

This is a collection that speaks softly but resonates far — a call to slowness, contemplation, and the pleasure of experiencing light as an emotional journey.

Just as on the sea, where every reflection on the water tells a fragment of a voyage, Sottovoce lamps construct scenarios of calm and refinement. Objects that naturally integrate into homes, yachts, or residences where luxury is measured by the quality of details and the ability to craft atmospheres.

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TECNOMARINER STEALTH MYTHOS, 1999, mt. 7,22
1x227 MERCUISER EFB D
Ecoscandaglio, 2 posti letto, visibile ns. Expo



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1X277 MERCUISER EFB B
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CRANCHI 760 CLIPPER, 1992, mt. 7,48
2x146 VOLVO PENTA EFB B
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Fiat 40 Genius 2002, 12,68 m, 2x285 HP Volvo Penta, euro 155.000, tel. +39 0586/621381 - +39 337/718301 - www.navigare.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



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



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 permuta, vis. Pescara, tel. +39 334/9044607



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



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



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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 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



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



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



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



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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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, tienti-bene in acciaio, scaletta risalita, tendalino alluminio, euro 15.500, 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, portacanna, mulinelli elettrici, cappottina nuova, euro 23.000, tel. +39 329/7411069



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



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



Monterey 262 Cruiser anno 2000, 8,07 m, motore 277 HP Mercuriser EFB B, visibile Jesolo Lido (VE), euro 13.000, tel. +39 0421/91616 - dalvi@dalvi.it



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



Patrone 27 imbarcazione nuova, 8,90 m, Yanmar 2x224 CV, euro 80.000, tel. +39 041/5382523 - info@campellomarine.it



Primatist 30 1991, Volvo Penta 2x200 CV, tanti lavori eseguiti 2024/2025, eco. GPS Garmin, vis. Salerno, euro 28.000 trattabili, tel. +39 334/3081889



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



Ranieri International Shadow 19 con Mercury 115 CV, euro 38.500, tel. +39 041/5322123 - +39 349/0852550 - newnauticshow@gmail.com



Ranieri Rancraft Millenium portata 8 persone, motore Yamaha GELT 40/78 CV, 4 tempi iniezione del 2019, 240 ore, lung. 6 m, accessoriata, euro 13.900, tel. +39 329/1736991



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



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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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Resinautica Internazionale anno 1998, 7,49 m, motore 130 HP Volvo Penta EFB D, visibile Jesolo Lido (VE), euro 15.000, tel. +39 0421/91616 - dalvi@dalvi.it



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



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



Romar 600 Mirage ottimo stato, 6,11x2,28 m, carico 630 kg, 7 persone, accessoriata di tutto, Yamaha 40/70 HP nuovo con solo 10 ore, vis. Gaeta, euro 15.000, tel. +39 330/469000



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, cucina completa, teli, euro 8.500, tel. +39 041/5382523 - info@campellomarine.it



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



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Saver Riviera 24 condizioni perfette, Mercruiser 5.0 265 CV, diversi lavori eseguiti, 4 posti letto, cucina rifatta 2025, vis. Marina di Brindisi, euro 32.900, tel. +39 349/5955064



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 - seatiimeyachting@gmail.com



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



Tecnomar Benetti 38 10,93 m, in perfetto stato, 2 Mercury Optimax 225 CV, 500 ore, elica di prua, doppio GPS, eco., numerosi accessori, euro 55.000, tel. +39 333/3990780



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



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



Zenit 44 Open anno 2005, 13,30 m, motori 2x450 MAN EB D, visibile Jesolo Lido (VE), euro 148.000, tel. +39 0421/91616 - dalvi@dalvi.it

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Alpha 11.50 unico proprietario, albero e sartame nuovi, 2° timone di rispetto, motore Farymann P30 26 CV, in perfetto stato, altri num. acc., euro 27.000, +39 347/8625273



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Barca a vela Kudu 7,60 m, del cantiere Plastivela, robusta e affidabile, genoa, randa e spinnaker con relativo tangone, 1 cabina, euro 8.000, tel. +39 346/9453972



Bavaria 32 Cruiser natante, motore Volvo Penta D20 CV, interni/esterni appena rinnovati, carena fatta maggio 2024, elica 3 pale sostituita, euro 77.800, tel. +39 339/7830880



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



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



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



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



Beneteau 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



Biasi Margutte 30 1996, 9,10 m, motore Lombardini 18 HP, entroporto 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



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

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



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Hallberg Rassy 352 tenuta da vero amatore, euro 100.000 trattabili, tel. +39 348/2227909



Interyacht 25 Vagabond anno 1977, 7,60 m, motore 12 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 tagliando, interni nuovi, 2 bagni nuovi, 2 cabine, dinette, accessoriata, euro 60.000, tel. +39 393/9388965



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



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



Sparkman&Stephen 36 cantiere Benello, scafo bianco, Lombardini 31 HP 2013, 200 ore di moto, 1 cabina, 1 bagno, randa e genoa in dracón, euro 29.000, tel. +39 346/0951075

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Beneteau Oceanis 35.1 9 m, 3 cabine, 1 bagno con doccia, carburante 120 l, tel. +39 347/2733268 - info@carlofortesailcharter.it



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



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



Beneteau Oceanis 46.1 "Ludi" del 2022, 14,6 m, 5 cabine, 10+2 posti letto, 3 bagni, Yanmar 57 HP, base Marina di Stabia, tel. +39 338/1094098 - www.aladarsail.com



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



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Dufour 405 12,17 m, 3 cabine doppie, ampio pozzetto, zona prendisole prua, adatto a una famiglia o un gruppo di 4/6 amici, tel. +39 347/2733268 - info@carlofortesailcharter.it



Dufour 430 2024, 4 cabine, 8+2 posti letto, 13,24 m, questa barca è la scelta ideale per chi desidera provare forti sensazioni in mare, tel. +39 345/6604940 - www.aladarsail.com

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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



Ferretti Tethys 2024, 29 mt, 8 ospiti + 4 equipaggio, 4 cabine, Marina di Stabia (NA), da euro 65.000/settimana, tel. +39 06/87729042 - 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



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



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



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



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



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



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



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



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



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



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



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



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



Pirelli 42 13 m, 1 cabina, 1 bagno, motore 800 HP, frigo, aria condizionata, radio con CD, imbarco Torre Annunziata (NA), tel. +39 06/94507580, booking@barcando.it



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



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



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



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



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



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Air Elite 28 9 m, motore Mercury Verado 300 CV 4T, manetta elettronica, 500 ore circa, tagliandato, tubolari e motore perfetto stato, accessor., euro 40.000, tel. +39 349/7822319



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



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



BSC 50 2010, motore Selva Yamaha 40/60 4T, iniezione, 160 ore circa, tagliando effet., imp. nuovi con pompa sentina autom., pronto, euro 10.900, tel. +39 329/1736991



BSC 57 Classic cucineria completa, serbatoio carburante 90 l in plastica, doccia, tel. +39 059/468219 - www.montorsisport.com



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



BWA 650 anno 2006, motore Suzuki 200 CV anno 2016 con 280 ore, motore ausiliario 6 CV Suzuki, carrello da revisionare, numerosi optional, euro 22.000, tel. +39 338/7693909



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



Gomnone motore Tohatsu 40 CV, carrello revisionato, 5 m, portata 8 persone, eseguiti molti lavori, imp. elettrico nuovo, cucineria nuova, euro 2.150, tel. +39 389/1605836



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



Indomito 42 13 metri, 2 motori FPT da 300 HP, 380 ore, sistema navigazione Raymarine, numerosi accessori, spogliatoio con bagno e doccia, euro 99.000, tel. +39 339/6546471



Italiamarine Vesuvio 29 2018, ottime cond., 8,83 m, Suzuki DF300APXX con 284 ore sempre tagliandato, manetta elettr., euro 60.000, tel. +39 0761/612036 - info@nauticaforo.it



Joker Boat 440 VTR, Mercury 4 cilindri 2T, 720 cc, senza patente, rimorchio Reggiana Rimorchi da 400 kg, euro 2.800, tel. +39 059/468219 - 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 650 motore Mercury Optimax 150 CV 2T 2005, 600 ore, tenuto in carrello (compreso nel prezzo) e al coperto in inverno, eco. GPS, euro 23.000, tel. +39 331/3720145



Joker Coaster 650 accessorio pesca e diporto, t-top acciaio, portacanne, cucineria 2024, tubolari rivestiti perfetti, senza motore, euro 11.000, tel. +39 333/6938093



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



Kardis Tatanka 7,20 m, roll-bar, tendalino inox, doccia, pompa sentina, doppia batteria, cuciniera nuova, altri accessori, tutto 2022, vis. Olbia, euro 35.000, tel. +39 347/0515220



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



Lomac a chiglia rigida, 3,6 metri, in ottimo stato, tenuto sempre in garage, motore Mercury 25 CV 2T in omaggio, euro 1.000, tel. +39 347/8787126



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, cuciniera, accessori completi, rimessato al coperto, euro 6.600, tel. +39 340/4565440



Lomac 520 anno 2024, tubolari e cuciniera 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@glada96.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

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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



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



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



Nautica Led 680 2° proprietario, motorizzato Yamaha F200 (2007), 900 ore, regolarmente tagliando e ben curato, perfetto stato, accessor., euro 24.000, tel. +39 328/9622190



Nuova Jolly 630 anno 2022, Mercury 150 EF1, 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



Nuova Jolly Prince 27 Mercury 250 HP 4T del 2023, eco. Garmin Striker 5", elica di prua, teak sintetico grigio in pozzetto, euro 75.000, tel. +39 041/5382523 - info@campellomarine.it



Oromarine anno 2023, come nuovo, motore Mercury PRO 40/60, ore moto 50, prezzo non trattabile, euro 19.000, tel. +39 334/1028374



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



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



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



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



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

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Ranieri International Cayman 21 Sport 2022, tutto in perfette condizioni, Honda BF150 HP 4T, 250 ore, garanzia fino 2027, numerosi accessori, euro 35.000, tel. +39 340/5272761



Ranieri International Cayman 23 Sport 7,10 m, nuovo, euro 40.000, tel. +39 0424/533348 - +39 320/2820629 - lead@frattinyachting.it



Ranieri International Cayman 27 Sport Touring 8,20 m, nuovo, euro 79.800, tel. +39 0424/533348 - +39 320/2820629 - lead@frattinyachting.it



Revenger 19.50 6 m, anno 2024, full optional, stereo, doccia, cucina e lavabo, roll-bar, tendalino, nuovo mai messo in acqua, no motore, euro 15.000, tel. +39 393/6925884



Rio Inagua S anno 2022, 10,79 m, motori 2x300 Mercury FB B, visibile Tirreno, tel. +39 0421/91616 - dalvi@dalvi.it



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



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



Stilmar 740 2005, 16 persone, motore Honda 130 CV BZBEL del 2000, buone condizioni generali, roll-bar acciaio, luci di via, pompa sentina, euro 14.000, tel. +39 335/6026836



Technohull Alpha 40 pronta consegna, 12,10 m, motori 2x400 CV con joystick di manovra, tel. +39 041/5382523 - info@campellomarine.it



Zodiac Medline 660 Neo anno 2018, E-Tec G2 150, euro 33.000, tel. +39 338/8719795 - +39 338/9347188 - info@nauticafioro.it



Zodiac Pro 6.5 anno 2023, Yamaha VF115XA, euro 34.000, tel. +39 06/65024111 - +39 348/4435165 - info@giada96.it



Carrello Spoleto 1.000 kg, nuovo, immatricolazione 2025, euro 3.150, tel. +39 329/4011283



Carrello Ellebi omologato, portata peso 600 kg, euro 800, tel. +39 392/6630510



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



Carrello Pima, revisionato, gomme nuove, in ottime condizioni, euro 2.000, tel. +39 329/4011283



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



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



Kit anodi euro 25,66, tel. +39 338/9347188 - +39 338/8719795 - info@nauticafioro.it



Kit timoneria idraulica Nautech Ultraflex per motori fino a 300 HP, il kit comprende: pompa, cilindro, kit tubi, 2 litri olio idraulico, tel. +39 041/5382523 - info@campellomarine.it



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



Motore Mercury F175 DS V6 L-XL, rimotorizza ora la tua imbarcazione coi motori Mercury, oggi potrai beneficiare di una straordinaria formula di finanziamento chiamata Mercury 30, euro 19.830, tel. +39 338/9347188 - 338/8719795 - info@nauticafioro.it



Motore Mercury F2,5 MH, usato, anno 2017, ottime condizioni, euro 650, tel. +39 059/468219 - www.montorsisport.com



Motore Mercury Avator 7.5E design lineare e contemporaneo.

Grazie ai 750 watt di potenza prodotti da Avator all'albero dell'elica, questo fuoribordo elettrico Mercury garantisce un'accelerazione e una velocità paragonabili a quelle del fuoribordo Mercury FourStroke F3,5. Euro 2.699,95, tel. +39 011/19622026 - www.svb-marine.it



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



Motore Mercury Verado 600 HP. Tantissime innovazioni tecnologiche, 7.600 cc, V12, potenza e prestazioni, trasmissione automatica a 2 rapporti, piede sterzante in modo indipendente, due eliche controrotanti, eccezionalmente fluido e silenzioso, autonomia superiore, tel. +39 059/468219 - www.montorsisport.com



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



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



Motore Selva Swordfish 115XSR E.F.I. versione appositamente sviluppata ricercando il massimo in termini di coppia di spunto. Con i consumi estremamente contenuti e la pronta risposta all'azione dell'acceleratore è compagno insuperabile per emozioni uniche, euro 12.350, tel. +39 338/9347188 - 338/8719795 - info@nauticafioro.it



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



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



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



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



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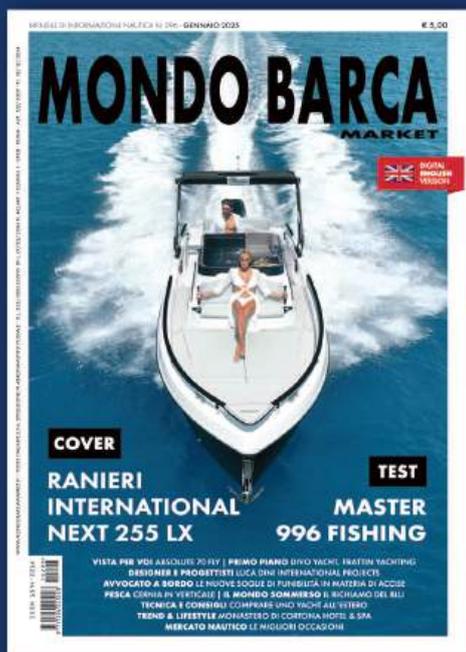
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