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MARKET

COVER

AB 95

BY AB YACHTS

TEST

MV MARINE 27 GT

4XC DESIGN H28 DC

DESIGNERS LORENZO SQUADRITO OF INMIND

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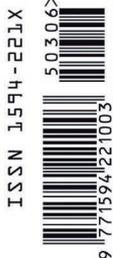
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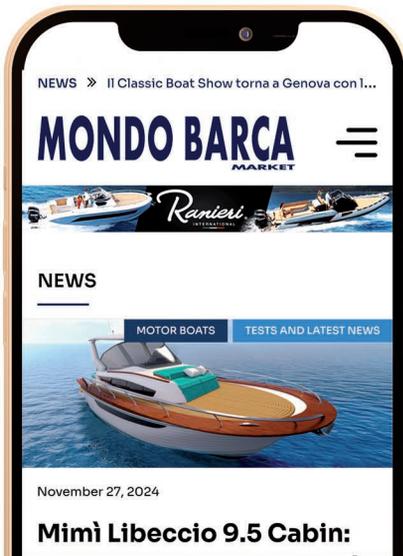
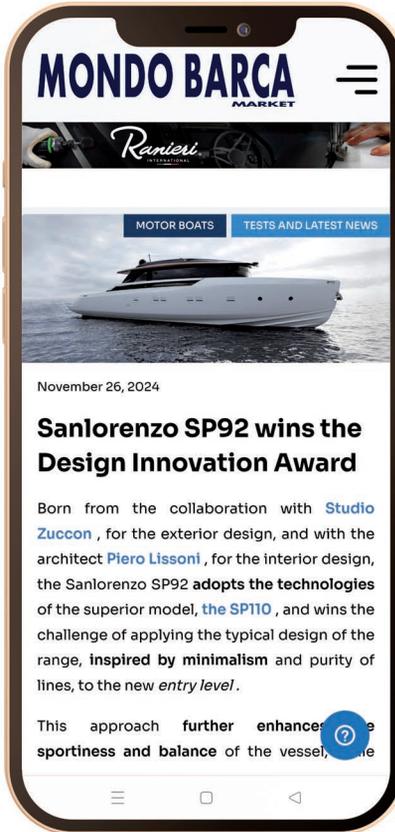
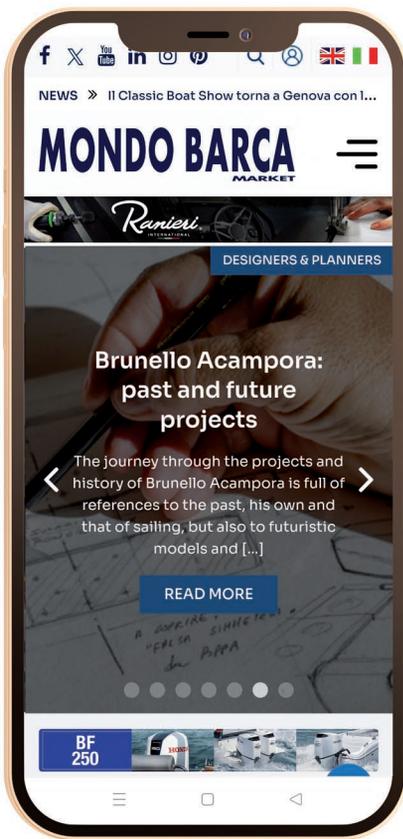
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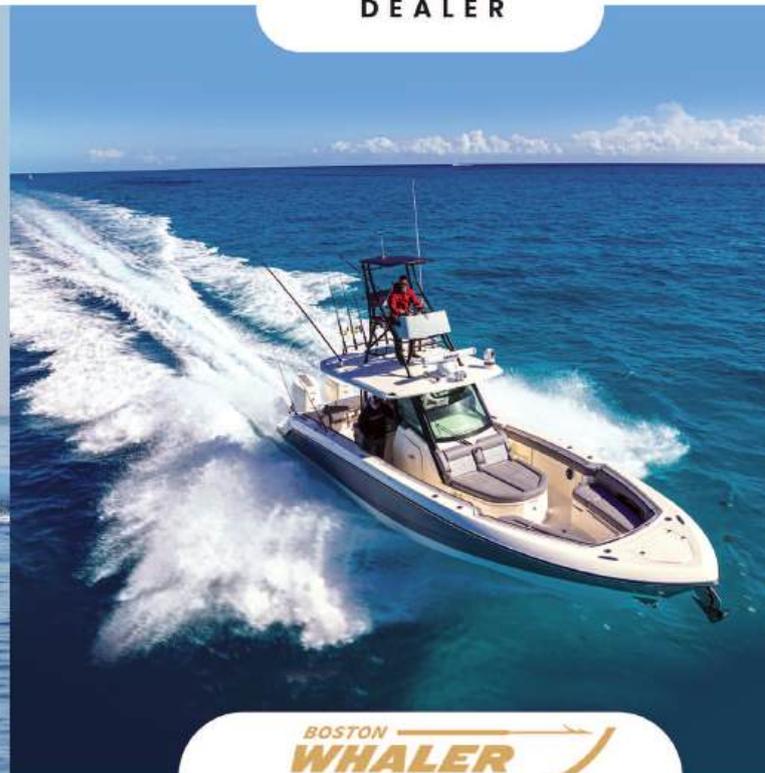
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AND POWER

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MONDO BARCA

MARKET

COVER

STRADIVARI 52

TEST

PRESTIGE M7 AQUADOR 400 HT

DESIGNERS LUCA MACCHI OF IM DESIGN STUDIO
LAWYER ON BOARD PROVISIONS AND SHIP SUPPLIES
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EDITORIAL

As we close the last issue of the year, it's time to take stock of the situation and revisit some of the key moments of 2025 for Mondo Barca Market — a year in which we strengthened our mission: to provide reliable, in-depth, and engaging nautical information. Drawing from recent conversations on social media with industry professionals and journalists, it has become particularly clear how traditional journalism has helped shape entire generations of readers and maritime operators. This legacy calls us to a shared responsibility and to thoughtful reflection on our role. Today, many believe that print has been overtaken by digital. This is not the case: they are different tools, aimed at different audiences and purposes, and they can coexist and complement each other. Print offers a unique experience: it allows readers to browse the magazine away from screens, to savor each page at their own pace, and to linger on images and text with proper attention. It emphasizes quality and reflection, making it the ideal tool for enthusiasts, collectors, sailors, and professionals seeking a carefully crafted publication built to last. Digital, on the other hand, moves fast. It is immediate, visual, and concise. It caters to those looking for quick, impactful information. The real challenge today is not print versus digital, but competence versus superficiality, in-depth content versus the immediacy of instant information. Our editorial team is committed, across both platforms, to offering rigorous, verified, and meaningful articles

that convey the sea with passion, professionalism, and transparency. This is the journalist's role: to report facts accurately, verify them carefully, provide context and analysis, and ensure readers receive trustworthy and responsible information. In 2025, we made significant strides: more detailed technical insights, sections dedicated to innovation and sustainability, and an ever-greater focus on dialogue with our readers. We enriched the magazine with exclusive content — from sea trials to boat show reports, from interviews to columns on accessories, marinas, and lifestyle. Our qualified community of enthusiasts and professionals supports us, and our active presence at major national and international events allows us to report firsthand on industry developments. Since January 2025, Mondo Barca Market has also been available in English in digital format, strengthening our international reach. Furthermore, our institutional recognition as a member of the jury for the Best of Boats Award 2025 confirms the magazine's authoritative role. We look to 2026 with enthusiasm and with the goal of continuing to tell the story of the sea, in print and online, with expertise, care, and passion. Quality information knows no time or format: it is the guiding thread behind every issue of the magazine, proudly published for over 27 years by Edizioni Annesi.

Happy reading to all!

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AB 95

EXTREME PERFORMANCE, ABSOLUTE COMFORT

by Elisa Annesi



Exterior photos: @Leonardo Andreoni
Interior photos: @Gionata Xerra



Power, engineering, and design: the new AB 95 represents the latest evolution of AB Yachts' philosophy, a brand of Next Yacht Group that has been shaping high-performance yachting for over thirty years. With 6,000 horsepower and a top speed of 50 knots, this yacht ranks at the pinnacle of the high-end planing open segment, combining sportiness with comfort. Measuring 28.45 meters in length, the AB 95 is ideal for owners seeking top performance without compromising on the quality of spaces and the pleasures of life on board.



The AB 95 is the result of a collaboration between AB Yachts and the design studio Archea Associati. Its design stands out for its sleek, aerodynamic, and contemporary lines, which immediately convey a strong sporting character.

The yacht's sharp profile is emphasized by the helm windshield with a reverse rake, a choice as bold as it is functional. This solution allows for a larger,

more usable flybridge, transforming it into a true suspended terrace over the sea, where guests can enjoy breathtaking views while underway. The symmetry of the dual staircases—one leading to the flybridge and one to the lower deck — ensures visual balance, harmonious volumes, and smooth movement throughout the yacht.

Great attention has also been paid to performance, in line with

AB Yachts' philosophy: the hull, constructed using advanced composite materials, is optimized to reduce hydrodynamic resistance, increase efficiency, and ensure smooth navigation even at high speeds.

“With the AB 95, we wanted to evolve the legacy of our AB 110 project, advancing a path that unites tradition and innovation. The result is the product of combining AB Yachts' thirty years of

experience in yachting with our studio's expertise in architectural and design projects, creating a yacht with the most advanced engineering solutions, using materials and finishes of the highest quality", explained Marco Casamonti, Creative Director of Archea Associati. "A yacht of timeless elegance, perfectly balan-





ced between design and functionality, performance and comfort. The new AB 95 is designed for those who want to experience the thrill of high-performance sailing in open waters without giving up refined and continuous interior and exterior spaces. We are proud of this project, which represents a perfect synthesis of the past, present, and future of our nautical vision”.

SPACES AND LIVABILITY: HIGH-PERFORMANCE COMFORT

On the main deck, the aft cockpit opens onto a fully equipped beach area, conceived as a natural extension of the sea. Here, the garage can accommodate a tender up to 4.5 meters and a jet ski. Teak surfaces extend seamlessly between interior and exterior, creating a harmonious dialogue among the various areas.

The flybridge, accessible via two external carbon-fiber staircases, becomes a panoramic lounge area, ideal for





WATCH THE VIDEO





enjoying the “open-air” experience both underway and at anchor. Modular seating, retractable tables, and social areas are designed to ensure comfort even during the longest days at sea.

Every area of the AB 95 is carefully designed to combine privacy and sociability, with a layout that enhances onboard well-being, a characteristic honed by AB Yachts over more than thirty years of experience.

INTERIORS: CONTEMPORARY ELEGANCE AND NATURAL LIGHT

Inside, the AB 95 reflects the same tension between technology and refinement that characterizes its exterior. On the main deck, the black-lacquered kitchen integrated into the salon — perfect also as a cocktail bar — ensures a more convivial use of the salon itself, making it a seamless extension of the aft area.

The sleeping quarters include four cabins for the owner and guests, accommodating up to ten people in total, along with two crew cabins for four.

The spaces are designed with a minimalist and welcoming aesthetic: natural woods and Italian leathers harmonize with high-tech details, such as integrated LED strips and light-colored ceilings that amplify brightness.

Natural light also plays a central role: large side

windows enhance the perception of space, offering a constant connection with the sea.

PERFORMANCE ENGINEERING: THE AB YACHTS DNA

The AB 95 features a high-performance propulsion system, developed in continuity with the solutions introduced on its larger sistership, the AB 110. Three MAN V12 engines, each producing 2,000 HP, paired with MJP waterjets — two steerable lateral units and a central booster — deliver a total of 6,000 horsepower, allowing a maximum speed of 50 knots. This configuration ensures immediate responsiveness, precise maneuvering, and an almost imperceptible level of vibration, turning high-speed navigation into an experience of absolute comfort and safety.

The technical package is completed by the Seakeeper 26 stabilization system, which ensures stability even in rough seas or while at anchor. This project confirms AB Yachts’ vision: innovating without losing its identity, combining performance, style, and construction quality, in a true balance of power and elegance.



AB 95

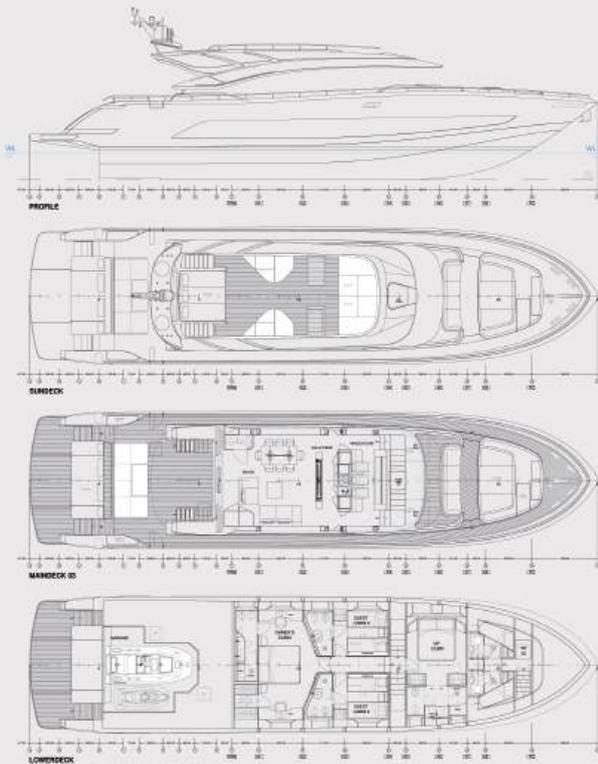
TECHNICAL SPECIFICATIONS

LOA	28.45 m
Maximum beam	6.80 m
Draft at full load	1.35 m
Displacement at full load	93 t
Engines	MAN V12-2000 HP 1471 kW - 2300 rpm
Fuel tank capacity	10,700 l
Water tank capacity	2,000 l
Berths	10
Cabins	4
Crew cabins	2 cabins for 4 people
CE certification category	C

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4XC DESIGN H28 DAY CRUISER

A NEW EXPERIENCE BY HONDA MARINE



Honda Marine arrived at the latest Genoa International Boat Show with many new offerings. We — curious boaters and demanding journalists — did not miss the opportunity to take some of the models out for a sea trial. Today, we bring you on board the 4XC Design H28 Day Cruiser, powered by the 300-hp V8: a sea trial that could rightly be called ideal.



At the prestigious Genoa Boat Show, Honda Marine presented its 4XC Design collection, enriched with new models that combine high-level performance with refined styling. Thanks to collaborations with the shipyards Altamarea and Ranieri International, these day cruisers offer a complete navigation experience, where every detail has been designed to maximize comfort and functionality.

The arrival of the latest three boats underlines Honda Marine's commitment to offering innovative and sophisticated solutions, tailored to meet the diverse needs of the most discerning boaters.

We took the opportunity to go on board and test the new 4XC Design H28 Day Cruiser, discovering firsthand how the aesthetic and technological qualities of the 4XC Design range translate into tangible performance at sea. But before starting the powerful Honda V8 and heading out for the water test, it is essential to take a careful tour of the H28 DC—a model that embodies the elegant and sporty style of the 4XC Design range developed by Ranieri International for Honda.

With a length of 8.20 meters and a beam of 2.55 meters, it is a boat with sleek, modern lines, a balanced hull, and well-distributed deck spaces, reflecting a design conceived to provide comfort and performance in true Mediterranean style. The slender hull profile stands out for its clean frames and smooth lateral development, enhanced by the classic 4XC Design graphic motif at midship. The gunwales are sufficiently protective without being bulky, while the stainless-steel handrail runs along the entire usable area, providing a secure grip during deck maneuvers. The beige cushions contrast with the white hull and engine compartment, which at the stern features the powerful Honda BF300 — a single outboard that gives the boat a streamlined yet technical appearance. Access to the cockpit is via two side passages beside the aft sofa, a solution that facilitates quick boarding from the swim platform and smooth movement on deck. The aft swim platforms are wide and practical for swimming, with an integrated ladder for returning from the water.





The aft sofa, which can be converted into a comfortable sunbed simply by folding down the backrest, is linear and spans the width of the swim platform. It is flanked by two retractable side seats integrated into the gunwale and is conceived as a convivial area with well-padded backrests and cushions, while ample storage lockers for onboard gear are provided under the cushions. The cockpit also features a King Starboard table, ideal for outdoor lunches or social

gatherings. Behind the helm station, a compact but well-equipped external galley is located, with a cooktop, sink, and integrated refrigerator — everything needed for a fully autonomous day at sea. The helm is compact, protected by a low wrap-around windshield, and designed to offer immediate and intuitive control. The digital instruments — including the multifunction display (MFD) and the Honda engine panel—are well arranged and easily





readable. The pilot seat allows for two driving positions, seated or standing, thanks to a foldable portion of the seat, while the co-pilot seat provides comfort and support even at high speed. Forward visibility is excellent, as is lateral control during docking maneuvers. Those who enjoy a sense of freedom will appreciate the absence of a fixed hardtop, leaving the cockpit completely open and creating continuity between the boat and the sea. Access to the bow is convenient via symmetrical passages along the sides of the console. Here, the sunbathing area takes full advantage of the hull's beam, accommodating three people, with a central section and two lateral sections with adjustable headrests. If necessary, the central cushion can be removed to convert the area into a second dinette. Thanks to the padded forward backrest, this area offers a relaxed seat even while underway, transforming the bow into a true panoramic lounge on the water. The anchor roller is perfectly integrated into the hull profile, and the cleats and windlass are neatly recessed without interfering with the sunbathing area, while the perimeter stainless-steel handrail ensures safety during movement.

Down below, accessed via a door to the left of the helm station, the attention to finishing details becomes immediately apparent. Dark wood panels combine with sand-colored upholstery, creating a minimal yet welcoming and refined environment. The layout includes a double berth and various well-thought-out storage spaces, making use of every available centimeter. The central passage with light-colored steps enhances the sense of space and brightness, confirming a careful and functional design.

SEA TRIAL

It is September, peak boating season, and we are at the Genoa Boat Show, welcomed by a perfect day for a sea trial: bright sun, light wind, almost flat sea, and a temperature that invites full enjoyment of the boat in its most authentic dimension — the Mediterranean day cruiser. Perfect conditions to test the new Honda 4XC Design H28 Day Cruiser, powered by the Honda BF300 V8 DBW outboard. On board, there are two of us, with about 40% of the fuel — just over 150 liters out of 390 — and the water tank empty. The boat, 8.20 meters long and 2.55 meters wide, weighs around 2,100 kg and is CE B-C certified for 11 people.

At first glance, the H28 conveys balance and solidity, while the 300-hp Honda engine represents the ideal power—recommended by the yard—for this model and integrates perfectly with the rigging developed specifically by Honda Marine. After the usual onboard systems check, we leave the harbor and begin our measurements. At 650 rpm, the Honda V8 pushes the hull to 3.4 knots, consuming just 4.25 liters per

hour, achieving 0.8 nautical miles per liter. At 1,500 rpm, we reach 6.6 knots with 11 liters per hour, while at 2,000 rpm the speed rises to 8.3 knots for 16.6 liters per hour. The hull immediately demonstrates remarkable efficiency: planing occurs in just three seconds, with a smooth transition and no loss of forward visibility.

At 2,500 rpm, the boat is already traveling at 11.8 knots, and rea-

ching 3,000 rpm engages ECOMo mode, Honda's system that optimizes the air/fuel ratio to reduce consumption. At this regime, the ideal cruising speed of 18.9 knots is achieved, with a consumption of 31.5 liters per hour and efficiency of 0.6 nautical miles per liter—enough for a range of approximately 234 nautical miles with a full tank. The boat handles impeccably: the hull maintains a stable and precise attitude, and



the hydraulic steering is progressive, providing a direct and natural feel. The Honda V8 impresses with its low-end quietness and solid mid-range thrust, always smooth and controllable. Gradually increasing the throttle, ECOMo remains effective up to 5,000 rpm, beyond which the engine returns to full output, unleashing its full power. Continuing to accelerate, at 3,500 rpm the boat reaches 22.8 knots while maintaining consistent efficiency; at 4,000 rpm, speed rises to 29 knots with 58 liters per hour; at 4,500 rpm, 31.9 knots with 63.8

liters per hour. At 5,000 rpm, with ECOMo off, the V8 reveals its full character, propelling the boat to 35.3 knots with 88.2 liters per hour. The top speed recorded is 39.6 knots at 5,500 rpm, consuming 132 liters per hour — a brilliant performance, aided by perfect sea conditions and trim during the test. Comfort on board is excellent. Even at sustained speed, vibrations are minimal, and engine noise remains low, allowing conversation at cruising speed without raising one's voice. The hull performs precisely, handles tight turns with composure, and

guarantees smooth, dry, and predictable passages over waves, even the minor ones encountered during our trial. The steering confirms its fluidity and responsiveness, while the engine proves to be extremely flexible, smooth, and progressive: docile at low rpm, assertive and vigorous at high rpm.

The combination of hull and propulsion provides total control, a direct and pleasantly sporty ride, without ever compromising guest safety or comfort.

FINAL CONSIDERATIONS

Overall, the 4XC Design H28 Day Cruiser, powered by the Honda BF300 V8, confirms the excellence of the design at sea, resulting in a perfectly balanced pairing. Optimal cruising speed is around 19 knots at 3,000 rpm, where ECOmo ensures low consumption and excellent range. Those preferring a more lively pace can maintain 22–23 knots at 3,500 rpm, still efficient and comfortable, while the near-40-knot top speed demonstrates the V8's vigor and the hull's quality.

It is a boat that is pleasurable to handle, fun, and reassuring, combining sporty performance, comfort, and efficiency in true Mediterranean style—a day cruiser that knows no equal, capable of blending elegance, balance, and pure pleasure at sea.



The 5.0-liter V8 engine with VTEC™ technology, delivering 300 hp (220.7 kW), is engineered to combine high performance with cruising comfort, while ensuring a safe and enjoyable ride. The BLAST™ mode provides instant acceleration and immediate response, ideal for quick departures and dynamic maneuvers, whereas the ECOmo mode optimizes fuel consumption during cruising, ensuring efficiency and range even over long distances.

The engine is equipped with automatic support systems that maintain the hull's optimal trim, enhancing stability and control. Additionally, the design of the transmission and propeller shaft has been completely redesigned to reduce vibrations, noise, and hydrodynamic resistance, providing a quieter and more comfortable ride.

We interviewed Vincenzo Paduano, Country Sales & Boat Builder Manager, Marine Division, who explained in detail Honda's latest addition to their lineup.

4XC DESIGN H28 DAY CRUISER

TECHNICAL SPECIFICATIONS

Length	8.20 m
Beam	2.55 m
Passenger capacity	11
Weight	2,100 kg
Berths	2
Fuel tank capacity	390 l
Water tank capacity	80 l
Minimum power	250 HP
Maximum power	450 HP
Recommended power	300 HP
CE certification category	B-C
Starting price from	€ 107,523 + VAT

EQUIPMENT

STANDARD

Two console portholes with black plexiglass covers; eight cup holders; Luxury cabin layout; gas extractor; compass; stainless steel anchor roller; C-shaped forward dinette with sunbed extension; forward seat; complete shower system; electrical system pre-wired for two batteries; fuel level indicator; aft living area with sink; navigation lights; cabin furniture in SAND oak; two forward seat backrests; engine cable cover in King Starboard; aft swim platforms level with deck; bilge pump with automatic/manual control; storage compartments; hull accents in black plexiglass; HIS Gen III hull chine; electric anchor windlass; white hull; telescopic stainless steel boarding ladder; forward seating; fuel tank; full stainless steel handrail set; tilting backrest for aft seat; electronically actuated battery switches with manual emergency override; standard exterior upholstery; interior upholstery; aft table in King Starboard; hydraulic steering system complete up to 450 HP (single-prop); electric horn.

CONDITION ON TEST

Location	Genoa
People on board	2
Water and sea condition	sun, light breeze, calm seas
Fuel volume on board	156 l
Water volume on board	0 l

ENGINE

Outboard	Honda BF300 V8
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CRUISING SPEED

3,000 | **18.9** | **31.5**
rpm | knots | l/h

NAVIGATION DATA

RPM	SPEED		CONSUMPTION	
	knots	l/h	nm/l	
650	3.4	4.2	0.8	
1,000	4.2	6.0	0.7	
1,500	6.6	11.0	0.6	
2,000	8.3	16.6	0.5	
2,500	11.8	23.6	0.5	
3,000	18.9	31.5	0.6	
3,500	22.8	38.0	0.6	
4,000	29.0	58.0	0.5	
4,500	31.9	63.8	0.5	
5,000	35.3	88.2	0.4	
5,500	39.6	132.0	0.3	

*ECOMo modality

SHIPYARD

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MV MARINE 27 GT

MORE TECHNOLOGY AND COMFORT

by Luciano Pau





The main protagonist of this test, conducted in Genoa during the Boat Show, is one of Honda Marine's new V6 engines: the BF250, both the aesthetic design and component functionality have been reengineered to enhance performance while minimizing consumption. Sharing the spotlight is the MV Marine 27 GT RIB.

A few months ago, we visited MV Marine, the Campanian shipyard that carved out a niche in the world of RHIBs when they were still simply called “rubber boats”, and which, with the right approach and timing, has positioned itself among the top brands in the sector for quality, innovation, and foresight. Our visit back then was to test one of the yard’s largest models, the Mito 40, powered by three brand-new Honda Marine BF300 outboards.

Today, just a few months later, we return to this pairing of brands because, once again, the protagonists are: on one hand, Honda Marine, which presented its new L4 and V6 engines in Genoa, and on the other hand, MV Marine, this time with a “classic” model that remains relevant both in size and features.

Going into more detail, we’ll share our impressions from the sea trial of this open RIB, measuring just under eight meters, paired with the new Honda BF250 V6. Both were under our spotlight, with the leading role assigned to the Japanese giant’s six-cylinder outboard, primarily due to its novelty. Let’s begin with that. As someone might think, the new version of the BF250 V6 isn’t merely a cosmetic upda-





te of the previous model, which first appeared in 2012 and already received some technological upgrades in 2018. Today's modifications are numerous, beginning with aesthetics and extending significantly further. At Honda Marine, it was considered essential to unify the layouts of the various models in the lineup as much as possible, particularly those in the L4 (inline-four) and V6 families with the top-of-the-range engines. This approach creates a "family feeling" first launched by Honda Marine several years ago, when the company announced that each year it would take another step forward. And the progress is clearly visible!

We mentioned the aesthetics, which borrow the color schemes from the V8s (BF300 and BF350).

However, the real innovations lie under the surface, in terms of technology, many of which are also drawn from the V8 series, including updates to the ECUs, rigging, automatic trim system, and cruise control. The outboard displaces 3,583 cc and is equipped with six cylinders arranged in a 60° V, with 24 valves (two intake and two exhaust) managed by a single camshaft per bank (SOHC) and a fully redesigned cylinder head. Among the electronic updates, one of the areas most changed, thanks to the work done on the V8s, is the introduction of an O2oxigen sensor, responsible for monitoring combustion and adjusting in real time the air-fuel mixture delivered to the cylinders. Combined with the already

proven Blast (Boosted Low Speed Torque), VTEC (Variable Valve Timing and Lift Electronic Control), and ECOmo systems — the so-called "economizer" — this makes the engine even more fuel-efficient while remaining responsive and lively, adapting fuel consumption to the precise demands of the moment. Lower RPM torque, reduced fuel consumption, increased onboard range, and savings for the wallet are among the highlights of this new powertrain.

For its part, the MV Marine 27 GT remains, even today, a benchmark for both beginners and experienced boaters. Measuring just under eight meters, it is designed to make the boat comfortable to use without compromising the pleasure of spending a day on the water,



alone or with friends.

Built using the infusion and RTM methods, it features high-quality finishes and a deck dedicated to conviviality. At the bow, a fiberglass stemhead “embraces” part of the tubes, housing the electric windlass sprocket and access for control, as well as the anchor line.

Straight after that, a raised first seating area contains three lockers (one at the tip and two on the sides) and comes standard with closed-cell cushions. A table can be installed in the center, creating a generous sunbathing area that can easily convert into a dining or relaxation space, which can be doubled aft with a similar concept but different

layout. Here you have, the U-shaped sofa with padded backrests stands out, optionally complemented with a second central table and cushion to replicate the bow configuration.

In this aft area, beneath the cushions, there are also lockers (one central along the beam and two lateral) for stowing equipment and onboard systems.

On the starboard side aft, a clear passage leads to the swim platforms (one of which includes a bathing ladder), the shower, and the engine. At the center of the boat, the helm station consists of a console supporting the double sofa with a backrest and front lift-up cushion for the pilot and co-pilot.

A sink is located aft under a hinged cover, with the possibility of adding a gas stove, and, optionally, a refrigerator designed by the shipyard can be installed below. A sturdy stainless steel handrail provides support to passengers while underway. The console features a footrest at the base, dual angled panels with a silk-screened dashboard, and switches. An MFD instrument can be mounted at the center, and above, an optional high-speed compass. The hydraulic steering is standard, as are the acrylic windscreen, perimeter stainless steel handrail, and forward-facing seat. Lifting the latter with its hatch provides access to a small storage space and a convenient

area for wiring instruments in the console.

SEA TRIAL

And now it's time to test it on the water. A mild day, with sun and a light breeze, allowed us to conduct the sea trial under optimal conditions giving us the possibility to release the engine's power without concern. Specifically, as mentioned at the start of the article, the engine delivers 250 HP, transmitted to propulsion via a 19" pitch three-blade steel propeller.

We went out with three people on board; the fuel tank, which holds up to 285 liters, contained about 150 liters, plus all the legally required safety equipment. Overall, we estimated a total weight of around 1,900 kg — which, if we are being precise, means each horsepower is responsible for planing

nearly 8 kg. A mere curiosity!

Leaving the harbor at slow speed, I immediately began to disengage the iST system — the automatic trim control. This new feature of the BF250 is particularly convenient for less experienced or more relaxed operators, helping to find the optimal trim at different speeds through three preset settings. However I prefer to adjust the trim manually. When the instrument shows 2,000 rpm, the green indicator lights up, signaling "ECOmo active". It's interesting that it engages so early, even before planing.

We left displacement mode at 600 rpm later, at 2,600 rpm, corresponding to 11.3 knots, consuming 16.3 liters/hour. From this point on, monitoring consumption becomes important, as the numerous technological updates are intended to reduce fuel





use without sacrificing performance.

At 3,000 rpm, trim fully down, we reached 15.8 knots with 21 liters/hour. Then at 3,500 rpm and 4,000 rpm, the speed reached 27 knots, typical cruising speed, with 38 liters/hour — an excellent performance-to-consumption ratio.

At 4,500 rpm, speed rose to 31.3 knots with 49 liters/hour.

At 4,700 rpm, the last ECOmo reading was 33 knots and 51 liters/hour, after which the green indicator turned off and we were out of ECOmo mode.

The maximum rpm achieved without using trim was 5,400; adjusting trim to 15% increased speed, and at 5,600 rpm we reached 40.5 knots, consuming 82 liters/hour. With further trim adjustments to 40%, we achieved

5,950 rpm and 43 knots, with consumption at 85 liters/hour. I could push further toward the engine's declared 6,300 rpm, but I was satisfied with these results. What impressed me most about this engine underway is the torque, available at low rpm, providing an extra adrenaline rush even at 3,500–4,000 rpm, allowing the engine's power to shine. The boat handles effortlessly; steering is extremely intuitive, the hull responds well, and the tubes follow the turns without snagging or sliding. On straight runs, the hull — with a deadrise of approximately 21° at the stern and 23° amidships — maintains a precise course, and even small waves are cleanly cut, deflecting water outward without splashing onboard. Each planing surface features a

single spray deflector to shorten planing time and provide added support during turns.

Another win for Honda Marine, fulfilling commitments made years ago to boaters, media, and dealers, and further confirmation of the quality of MV Marine products, regardless of size.

MV MARINE 27 GT

TECHNICAL SPECIFICATIONS

LOA	7.85 m
Internal length	6.21 m
Overall beam	2.90 m
Internal beam	1.80 m
Watertight compartments	6
Tube diameter	0.46/0.60 m
Passenger capacity	20
Maximum power	300 CV
Hull weight (empty)	995 kg
Fuel tank capacity	285 l
Water tank capacity	72 l
CE certification category	C
Starting price from	€ 52,200 + VAT (hull only)



HONDA BF250 V6

Technology	4-stroke SOHC
Power	250 CV
Cylinders	6 V-shaped at 60° 24 VTEC valves
RPM range	5,300 – 6,300 rpm
Displacement	3,583 cc
Bore x stroke	89 x 96 mm
Alternator	12V 90 A
Fuel system	PGM-FI (Programmed Fuel Injection)
Weight	284 kg
Gear ratio	2.00:1
Available colors	Aquamarine Silver, Grand Prix White e Sporty White
Starting price	€ 28,310 VAT included (Aquamarine Silver color)

CONDITION ON TEST

Location	Genoa
People on board	3
Weather and sea conditions	sunny, light breeze, calm sea
Fuel volume on board	150 l
Water volume on board	0 l

ENGINE

Outboard	Honda BF250 V6
Propeller	3-blade stainless steel, 19" pitch

CRUISING SPEED

3,000 | **15.8** | **21**
rpm | knots | l/h

NAVIGATION DATA

RPM	SPEED knots	TOT. CONSUMP. l/h	TRIM %
650	1.4	1.8	0
1,000	4	3.8	0
1,500	5.7	6.7	0
2,000	7	11.5	0
2,600	11.3	16.3	0
3,000	15.8	21	0
3,500	21.3	27.6	0
4,000	27	38	0
4,500	31.3	49	0
4,700	33	51	0
5,000	36.3	63.8	0
5,400	38	78	0
5,600	40.5	82	15
5,800	42.7	84.4	40
5,950	43	85	40

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DIVING AS THERAPY

THE PSYCHOLOGICAL AND PHYSICAL BENEFITS OF BEING UNDERWATER

by Greta Ferrari

There are moments in life when you're asked to slow down, to embrace silence, to truly breathe. For many, that moment arrives at sea, suspended between water and light, when the noise of the world dissolves and all that remains is the slow, steady beat of your own heart. Diving isn't just about exploring a submerged planet; it's stepping into a mental space where everything finally settles into a different kind of balance.





THE SEA AS A REFUGE

Underwater, the body turns light, almost weightless. Thoughts, on the other hand, seem to settle, taking on a clearer shape. Diving has a genuinely therapeutic effect: the slow rhythm of breathing, the constant control over your movements, the attention rooted in the present create a condition many psychologists describe as “active mindfulness”. It’s meditation in motion, a deep dialogue with oneself that helps release tension and restore inner calm. Research confirms it: diving lowers cortisol — the stress hormone — and stimulates the production of endorphins, the very chemicals that generate well-being and a sense of peace. But seasoned divers know it goes beyond that. It’s a form of controlled freedom, where the body learns to trust, the mind sharpens its focus, and the sea becomes a natural extension of who you are.

THE THERAPY OF BREATH AND SILENCE

Breath is the thread that ties it all together. On the surface, it’s often short, held, unconscious. In the water, it slows, deepens, finds its cadence. This simple act of breathing with awareness — essential to survival — turns into a powerful mental exercise: anxiety eases, the perception of time shifts, and every movement takes on precise meaning. Many divers speak of how diving helped them over-

come difficult moments: the loss of a loved one, trauma, or periods of intense stress. In the muffled silence of the sea, where emotions no longer need words, the water becomes a place of acceptance. It encloses you, slows you down, forces you to feel. And in that feeling, something therapeutic happens: a reconnection with yourself.

A BALANCE THAT LASTS EVEN OUT OF THE WATER

The benefits don’t end when you ascend. Those who dive regularly develop stronger emotional control, greater resistance to stress, and an improved ability to concentrate.

The brain becomes accustomed to managing complex situations with calm, the body improves circulation and respiratory capacity, and the spirit finds a space of freedom that continues to exist even on land. Diving teaches respect for limits, patience, discipline, and mutual trust — qualities not easily learned elsewhere. It’s physical training, yes, but also mental and spiritual.

It forces you to be present, to listen, to let go of what weighs you down.

And perhaps that’s its greatest secret: underwater, you can’t lie. Not to yourself, at least. There’s only your breath, your heartbeat, and the sea which, one way or another, always knows how to bring you back home.

THE ABCs OF A PERFECT DAY

by Davide Acone

A perfect day — if such a thing exists — is undoubtedly the result of a mix of circumstances, equal parts superstition and technique, that lead us to a gratifying outcome, both in terms of what fish we bring home and the time spent onboard.



“Great catches” do not necessarily mean “a great day”: we may have landed one or more enviable fish, yet our mind may have been somewhere else because of work issues, or perhaps we were sharing the day with someone we weren’t exactly thrilled to have along — enough to keep us from enjoying that precious bit of free time we had carved out for ourselves.

When we look back at our best fishing trips, we can certainly identify the steps worth repeating, almost like a ritual, along with the technical adjustments

that we feel contributed to the result.

CHOOSING THE DAY

Many factors come into play when deciding which day dedicate to a fishing trip. It’s not just the weather — far from it — but also our personal and family commitments, which inevitably affect our mood throughout the entire day.

Trying to free up a specific day at all costs, just because the forecast looks perfect, isn’t always the wisest choice if we can’t shake off guilt or lingering



AN “ALTERNATIVE” PERFECT DAY

If it's true that a carefully organized fishing trip — with no room for improvisation — and crowned by one or more catches can certainly be called a “perfect day”, it's equally true that, in some cases, the perfect day can take on a very different meaning: the kind of day that leaves you with unforgettable memories alongside those you love, whether it's your child, your grandchild, or another family member.

And so, that morning, instead of setting the alarm for 4:00 a.m., you let someone else's schedule take the lead: you wake up at a leisurely pace, give the whole family time to have breakfast, and depart unhurriedly, in a mindset you rarely experience when fishing “at all costs”. The day moves at a much slower rhythm, and the goal is reached—the moment you see that smile you've been waiting for—sparked perhaps by the catch of a “simple squid”, which under normal circumstances you would guard carefully in the livewell, waiting to rig it, but this time you'll decide, without hesitation, to save it for dinner.

And if someone asks which days have been your perfect fishing days, you will certainly include these... alongside the ones that brought you the catches of a lifetime!



worries, or if our partner's resentment is strong enough to be felt miles away while we're out at sea... and we know exactly what awaits us once we return to shore.

Instead, for once, let's consider going out when our partner would prefer us to go, and when we know we won't be interrupted by unpleasant work calls... looking at the weather with a different mindset.

We're not encouraging you to cast off in questionable conditions, but we're anglers: a few raindrops or choppy seas are tolerable — as long as we're properly equipped. What about the benefits? Out there we'll be com-

pletely alone... even on the best spots!

SUPERSTITIOUS RITUALS

Everyone has their own superstitions, and there's no angler who doesn't believe in at least a little good luck lore. It starts with what we wear: there's always a lucky item that can't be left behind — be it a shirt, a hat, or a pair of pants — and continues with the route we choose to reach the marina.

Sometimes we take it a bit too far, even picking our breakfast coffee shop based on past fishing results — and obviously avoiding the ones that “jinxed” us with a blank day... Also, once aboard,

superstition doesn't stay on the dock! It is rigorously forbidden to live the landing net on sight.

Everyone knows where it is, but it only comes out when absolutely necessary — and never call it by name: “Grab that thing...”. And what about the cameras running the whole time, waiting to catch a strike live?

A recipe for disaster: the strike will never come, unless we turn them off and put them away. Fish not biting?

Let's try turning on the radio. Fish still not biting with the radio on? Let's turn it off! As the saying goes...

“I'm not superstitious, but I believe in it!”



THE BAIT

Bait is essential for the entire fishing session: without it, we can't even start. Much depends on knowing our spot — how easily we'll manage to catch a few cephalopods, or, in the worst-case scenario, a few finfish. Unfortunately, nothing is guaranteed, and we may find ourselves, after hours of searching, with an empty livewell. At that point, it may be wiser to change our target altogether —shifting from squid, for example, to garfish or saddled bream. A different scenario is when we have only a couple of baits collected after several hours: no point insisting on filling the tank at all costs, only to be left with too little time for trolling. We only have two "shots"?

Then let's take them.

If they're gone, it means there's activity — and those two baits might very well turn into two fish, more than enough to make the day perfect.

FISH ON THE LINE...

A day can't be considered perfect without one or more strikes. That slight twitch at the rod tip, the one that grows stronger — unmistakable. We pull the rod from its holder and bring it into position, ready to set the hook. Now we can feel the vibrations, not just see them.

We wait for the right moment — a moment impossible to describe or explain. You just feel it. And you strike. You reel in, lower the rod again, and give another solid hookset just to be sure. You feel the head shakes — the fish is on! Reaching this point means we've done everything right: from choosing the bait to rigging it, all the way to the setup — employing the tiny details we learned the hard way or that were passed down by someone more experienced. We positioned the boat correctly and read the bite perfectly.

...AND FISH ONBOARD

But we can never be certain we'll land the fish until we see it in the

net. And that lingering fear that something might go wrong often keeps us from enjoying the fight. That feeling has a name: adrenaline. It's what we were after — the very reason we set the alarm that morning.

We manage the fight well, allowing the fish's runs when needed until it comes off the bottom. Our fishing partner releases the drop sinker with the focus and speed of a Formula 1 pit crew, and we're on the final section of the line.

In an instant, we see the silhouette... "Did you grab the net... that thing?"

But we already know he's right behind us, net in hand, and the fish, in no time at all, is in the cockpit — amid the shouts and joy of everyone onboard.

The obligatory photos follow, and then we're back at it again, eager to take advantage of the moment — because you never know if the sea has another surprise in store, and that perfect day might just turn into an unforgettable one.



CIRCLING ITALY IN 5.90 METERS

THE ADVENTURE OF MARCELLO AND NOEMI

by Marcello Mainardi

I'm Marcello, and this is the story of how my girlfriend Noemi and I turned our little boat into a floating home to circumnavigate the Italian peninsula — an adventure many called “crazy”.

Yes, you read that right: we did it. We cast off from Varazze to sail around Italy—not on a luxurious yacht, but aboard our small, trusty 5.90-meter companion, the Magician III.

In about a month, we traveled the entire coast up to Venice in 23 stages, fulfilling a dream I had kept tucked away for years. The thrill of crossing the finish line in one of the most unique cities in the world, after sailing over 1,600 nautical miles, it was incredible. We turned off the engine and embraced each other. We had made it!

Perhaps we proved that the biggest dreams can fit in the smallest boxes, that long journeys do not necessarily require enormous boats or powerful engines, but simply a good dose of adventurous spirit, the courage to cast off, and the determination to follow your course even when the sea becomes a little rough.

I think our journey was exactly that: a hymn to freedom, the simplicity of adventure, and love for the sea and our country. But let's proceed in order.

The idea of circumnavigating Italy did not come to me on a boring day; it has deep and distant roots. Ever since I had my first little boat, I dreamed of undertaking a "great" journey that would allow me to experience everything nature offers and reach the wonderful coastal towns and villages of our peninsula. Almost a need to satisfy that adventurous instinct within me, which until then I had perhaps always suppressed, prioritizing other things.

Then, between 2022 and 2023, I closely followed the entire crossing of Sergio Davì, who traveled from Palermo to Los Angeles aboard an 11-meter RIB, passing through the Panama Canal: an extraordinary feat and certainly

an unforgettable personal life experience.

From that moment, I became convinced that if Sergio Davì could cross an ocean, then in my small way I could tackle — carefully — the circumnavigation of Italy!

Over the years, in addition to Davì, I also followed the Englishman Harry Dwyer (who is still completing the circumnavigation of the United Kingdom on a mere 4-meter RIB, dividing the trip into several stages interspersed with long technical breaks to return home and edit the videos he makes during navigation), as well as, with great interest, Giuseppe Bucciarelli's "Orizzonti della Maruzza", who intends to reach Guinea-Bissau on the Atlantic coast of Africa with his small 7-meter sailboat.

Inspired by these sailors and armed with nautical charts and pilot books, we began organizing the journey, mainly based on the autonomy of the Magician's fuel tank. Living in the Novara area, we are used to navigating Lake Maggiore, and as a benchmark, we used those 70 miles, roughly equivalent to the full circuit of the lake. We knew that it was a route feasible within a day, both for us and for the Magician. Starting from there, we began planning the various stages, but above all we started equipping the Magician so that it could handle the Ligurian Sea, the Tyrrhenian Sea, the Ionian Sea, and the Adriatic Sea without any problems.

The Magician is an Eolo Marine 590 Day model, equipped with a 95-liter fuel tank and a 100-hor-

sepower Mercury engine, to which, for the occasion, we added a 4-horsepower auxiliary engine to feel safer in case the main engine failed. I also installed the Active Trim, which seemed almost unnecessary on the lake, but proved extremely convenient at sea, especially when the waves rose, allowing us to adjust the trim automatically.

On board, we had two inflatable life jackets and all the safety equipment, plus three 25-liter jerry cans of fuel as a reserve in case we consumed more than expected during navigation. The boat is certainly small, that's true, but we found it very sturdy and, most importantly, it is ours! As for equipment, we also had a fixed VHF radio, a fishfinder (non-chartplotter), the complete paper collection of 777 pilot books, a camping stove, a shower with a 35-liter water tank, a series of emergency spare parts (engine spark plugs, fuel filters, spare propeller, and sacrificial anode), and subscriptions to very useful phone apps such as Navionics (for digital nautical charts), Windy (for weather forecasts), and Navily (to locate marinas and all information about port services, including the possibility of reserving a berth for the night).

Every space was optimized, every item in its place: clothes, lines, spare parts, and all equipment carefully stowed in the lockers. Navigating on such a small boat teaches you the value of essentials, and believe me, after a week, you don't miss anything — except perhaps a comfortable bathroom at hand!

Twenty-three stages marked our summer, and each stop was an encounter, a new landscape, a lesson in life and seamanship. In this issue, we detail three of the eleven stages of navigation in the Ligurian Sea and the Tyrrhenian Sea.

FIRST LEG

Departure: 07/26/2025

Route: Marina di Varazze – Marina del Fezzano, La Spezia

Distance: approx. 70 nautical miles

Average speed: 18 kn

Weather: sunny, with thunderstorms chasing us

Embarkation: 9:10 a.m.

Arrival: 5:30 p.m.

Finally, my dream of circumnavigating Italy began. At the departure in the harbor, Noemi's parents came to see us off, along with our friends Roby and Alessandro, and with his girlfriend Elisa, who kindly offered to take my car and trailer home. The first leg went, as they say, smoothly! We stayed behind a weather front that was affecting much of

Liguria and was moving along with us, but without bothering us too much.

We made almost the entire stretch to La Spezia in one go, with only a brief stop to greet Portofino. A few dozen meters away, we encountered two beautiful dolphins. It was wonderful to see them, as if they were also wishing us good luck. After crossing the Porto Venere channel, we anchored at Palmaria Island. It was still fairly early — around 3 p.m. — which gave us a few hours of tranquility, although the weather was not very warm, rather mild with rather “fresh” air currents, likely brought by the moving thunderstorms.

Around 5 p.m., we headed to Marina del Fezzano, which we had already visited on a previous vacation, to moor.

After a nice shower at the marina, we took the bus to the center of the beautiful La Spezia to spend the first evening and then returned to the boat around 11:30 p.m.



SECOND LEG

Departure: 07/27/2025

Route: La Spezia (Marina del Fezzano) – Rosignano (Marina Cala de' Medici)

Distance: approx. 50 nautical miles

Average speed: 18 kn

Weather: sunny

Embarkation: 9:30 a.m.

Arrival: 5:00 p.m.



Encounter with Dolphins.



Portovenere.

The Marci Shipwreck at
Marina di Massa.



Around 9 a.m., we left Fezzano for the port of Mirabello in La Spezia, where I said goodbye to Noemi, as she had to return home by train to take her final university exam, originally scheduled two days before our departure but postponed at the last minute by her professor.

We agreed to meet again two days later at the port where I would be.

Here I took the opportunity to refuel and set off for Rosignano.

The day was beautiful: sunny with light wind and very long waves about one meter high.

Sailing not too far from the coast, I came across the wreck of a cargo ship that had run aground on the beach at Marina di Massa during a storm a few months earlier.

I continued past the Meloria shoals and reached Rosignano Solvay in about four hours, anchoring at Spiagge Bianche in the Solvay bay, with its incredibly blue water.

Unfortunately, after a short search, I discovered that the striking color of the area, although magnificent, is actually caused by nearby industries that previously discharged bicarbonates and other substances, polluting this stretch of coast.

I stayed there for a few hours, ate some fruit, and took a nice nap. Around 5 p.m., I entered Marina Cala de' Medici, mooring at my assigned berth, previously reserved via the Navily app. After a shower — an

essential criterion for choosing a marina — I explored Rosignano, even if it isn't particularly remarkable, it deserves a walk.

On 07/28/2025, I woke up at 8 a.m. to heavy rain pounding on the hatch. Even with the bimini open, I could not go outside, remaining inside the cabin until the rain began to ease about an hour later.

This was one of the very few days during the entire adventure when, due to rain, the Magician could not sail. I decided to take advantage of it by going to the nearby Rosignano train station to visit Pisa.

The last time I had visited the city, I was about 15 years old. Needless to say, the Piazza del Duomo in Pisa is magnificent, especially on a day when the sky cleared and the sun returned.

Back in Rosignano in the evening, I prepared a nice dinner using my camping

stove on board the

Magician: a freeze-

dried risotto,

certainly not

the heal-

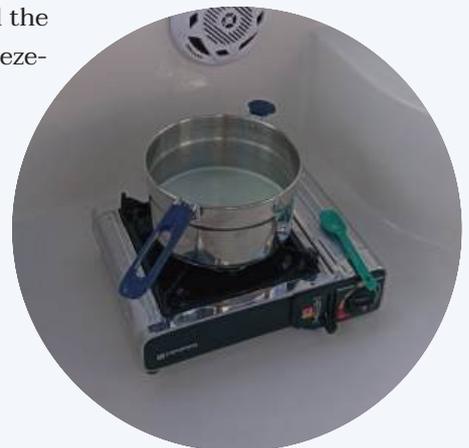
thiest, but

convenient to

prepare and,

in my opinion,

tasty.





Entrance to the Bruna River at Castiglione della Pescaia.

THIRD LEG

Departure: 07/29/2025

Route: Rosignano (Marina Cala de' Medici) –
Castiglione della Pescaia

Distance: 50 nautical miles

Average speed: 16 kn

Weather: sunny, wind at 7 kn

Embarkation: 4:45 p.m.

Arrival: 7:45 p.m.

Before departing for the third stage, I waited for Noemi, who joined me at 4:30 p.m. We refueled the Magician and cast off from Marina Cala de' Medici. During the first half of the navigation, the sea was a bit rough and choppy, with waves from the N/W breaking against the hull and spraying on deck, blown by the wind. The entire deck was wet, and we were covered in salt.

After passing Elba Island, we rounded Piombino and crossed the Gulf of Follonica directly, heading straight for Punta Ala.

Here we carefully navigated between Punta Ala and the Sparviero Rock, keeping a safe distance from the Porcellini Rocks. In the distance, we saw several islands, including Montecristo, and further on, we

even spotted Corsica. In the last stretch after Punta Ala, the sea calmed considerably, and we sailed at full throttle to Castiglione della Pescaia, reaching a maximum speed of 23 kn.

We entered the harbor channel cautiously, going upstream for about two miles and passing under a small bridge just at the height of our rollbar.

Thus, we reached our “river harbor”.

To conclude the day, we took a nice walk through the charming and always welcoming Castiglione della Pescaia. The restaurant choice was less appreciated, but that is another story. Back on the boat, we spent a challenging night battling mosquitoes, which managed to sneak inside the cabin.

NEXT DESTINATION?

TYRRHENIAN – IONIAN SEA

In the next issue of Mondo Barca Market, I will tell the second part of our circumnavigation: from the Tyrrhenian to the Adriatic, including technical curiosities, life on board, and the most significant moments of this all-Italian adventure.

See you next month: the Magician III still has many miles to cover.

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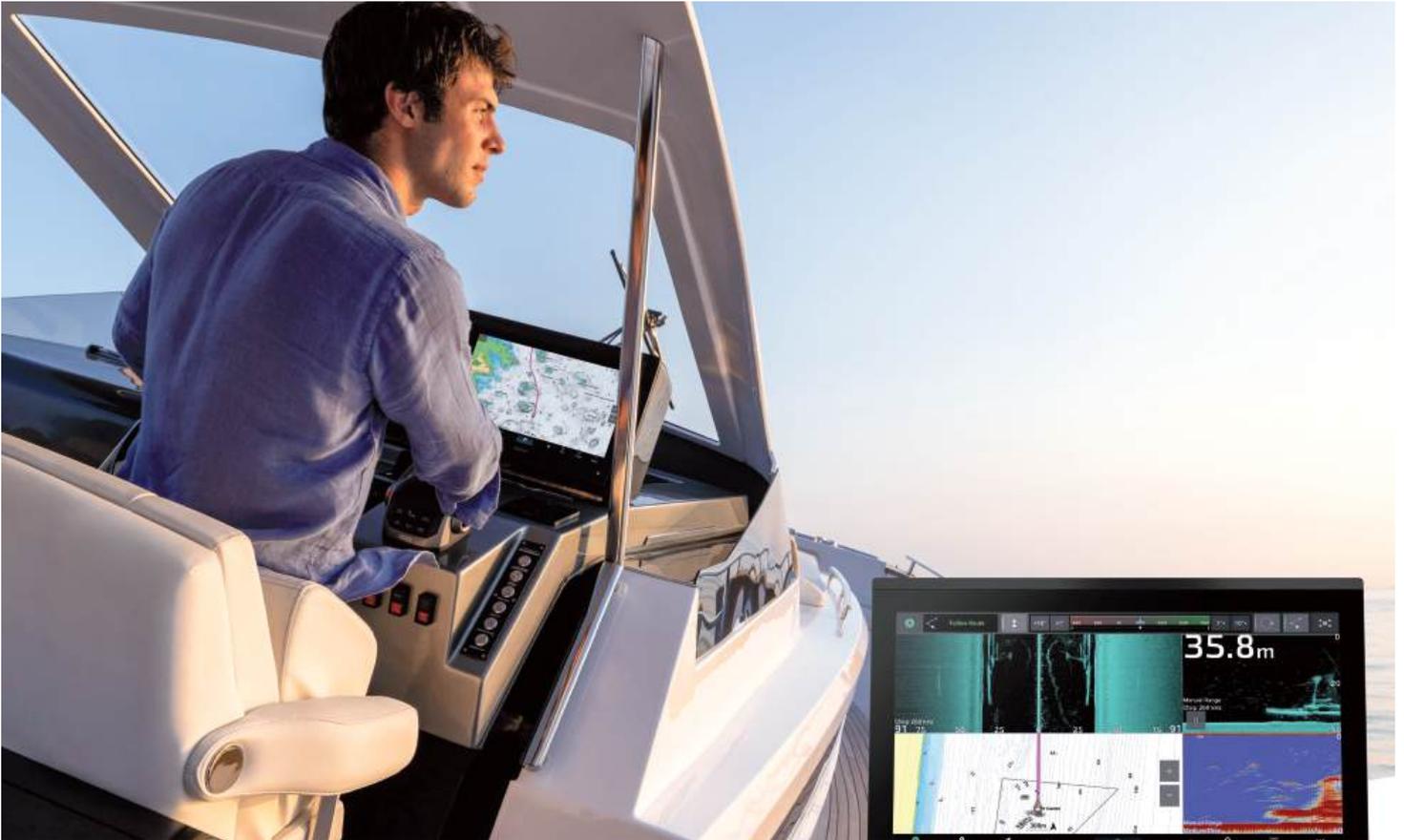


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GARMIN'S NEW GPSMAP® 9000XSV SERIES

Garmin is expanding its renowned GPSMAP® 9000 series with the new GPSMAP 9000xsv models, a high-end range of chartplotters designed to deliver top performance, reliability, and full onboard integration. Available with 10, 13, and 17-inch displays, the new devices feature 4K touchscreen screens with Mini LED technology, ensuring optimal brightness and contrast even under direct sunlight. The edge-to-edge glass design and the option for flush or recessed mounting make them ideal for any type of helm, with the 10-inch version also supplied with a bracket for quick installation.

On the technical side, Garmin has integrated, for the first time, an UHD xCHIRP sonar module with Rapid Return™ functionality, capable of delivering data at twice the frequency of previous models.

This means faster readings, detailed imagery, and a precise view of the seabed — essential features for demanding anglers.

The new dual-band Wi-Fi connectivity (2.4 and 5

GHz) allows immediate chart and software updates via the ActiveCaptain® app, while the 1-Gigabit Garmin BlueNet™ network enables full integration with radar, cameras, automation systems, and other onboard instruments. Compatible with Garmin Navionics+™ and Vision+™ charts, the GPSMAP 9000xsv offers advanced functions such as Auto Guidance+, relief shading, and satellite imagery. The SailAssist™ feature provides laylines, wind intensity and direction indicators, trend graphs, and other tools designed to optimize routes and maneuvers, both for cruising and racing. The OneHelm™ system centralizes control of all onboard functions from a single display. The GPSMAP 9000xsv series is available starting at € 3,699.99, VAT included.

GARMIN

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BF40E LRTU SILVER	8.107 €	5.300 €	399 €	5.699 €
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+ €250 (IVA compresa) rispetto al prezzo promozionale indicato per la colorazione White
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FORMULA SENZA INTERESSI

Fino a 24 mesi - prima rata a 30 giorni - importo finanziabile da € 750 a € 20.000. Esempio rappresentativo riferito alla casistica più ricorrente per il settore "nautica" relativo al periodo di osservazione Gennaio-Dicembre 2024: € 5.000 (importo totale del credito) in 24 rate da € 208,33 - TAN 0,00% TAEG 1,26% -. Il TAEG rappresenta il costo totale del credito espresso in percentuale annua e include: interessi, imposta sostitutiva 0,25% importo finanziato, spesa mensile gestione pratica € 2,20 - importo totale dovuto (importo totale del credito + costo totale del credito) € 5.065,22. Offerta valida dal 18/09/2025 fino al 31/12/2025.

Messaggio pubblicitario con finalità promozionale. Per le informazioni precontrattuali richiedere sul punto vendita il documento "Informazioni europee di base sul credito ai consumatori" (SECCI) e copia del testo contrattuale. Salvo approvazione Agos Ducato Spa. La rete dei concessionari "Honda Marine" opera quale intermediario del credito NON in esclusiva.

** Il prezzo promozionale non include eventuale permuta, montaggio, installazione e movimentazione del battello.
Promozione valida dal dal 18/09/2025 fino al 31/12/2025.

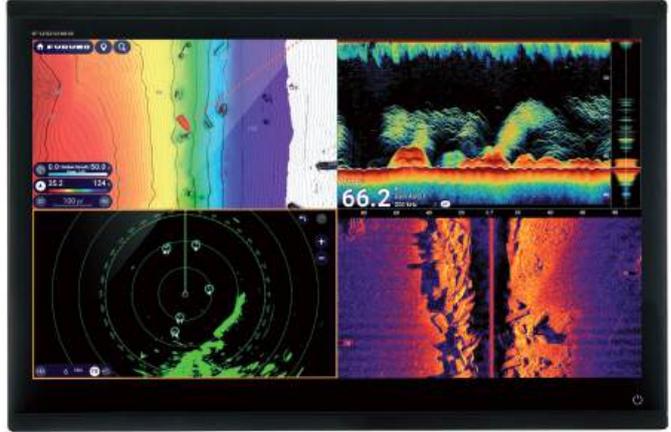
In collaborazione con **Agos**Visita honda.it/marine

FURUNO DFF1UHD+ SONAR

Furuno introduces the new DFF1UHD+, a high-performance compact network sonar, already integrated with the NavNet TZtouchXL series. The unit combines CW, TruEcho CHIRP™, and the new CHIRP Side-Scan function, offering detailed seabed imaging and precise target separation even in deep waters or challenging conditions.

The dual-frequency Side-Scan, selectable at 230 kHz or 455 kHz, allows imaging of structures up to 230 meters per side, with customizable color palettes and layouts. Smaller by 60% compared to the DFF1-UHD, the new module is ideal for limited-space installations and uses waterproof connectors compatible with TZtouchXL.

It supports transducers from 300/600 W up to 1 kW, with an operational range from 2 to over 1,200 meters, and integrates advanced functions such as ACCU-FISH™, Bottom Discrimination, Auto Gain, heave compensation, and Simultaneous Dual TX CHIRP. The DFF1UHD+ will gradually replace the BBDS1 and DFF1-UHD and will be available starting in 2026.



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BESENZONI SUPPORTS YOUNG TALENT IN MARINE DESIGN

Besenzoni renews its commitment to education and research by awarding, for the third consecutive year, the “Giovanni Besenzoni” Scholarship to students of Industrial & Research Design at the LABA Academy in Brescia. Established in 2023 to celebrate the company’s 55th anniversary, the award recognizes young designers tasked with reinterpreting one of the most iconic products in the range: the passerelle (gangway).

The ceremony, held on November 12 at the Paratico headquarters, reaffirmed the role of innovation in marine accessories, where aesthetics, robustness, and mechatronic integration must go hand in hand. Coordinated by architect and professor Filippo Rossi, the students developed proposals that combine creativity with technical awareness, exploring solutions focused on simplifying mechanisms, reducing weight, and increasing reliability in a marine environment. The seven finalist projects demonstrated a mature design approach, supported by 3D models and carefully prepared presentations. Many of the proposals introduced innovative concepts, including composite materials, more efficient movement systems, and intuitive user interfaces for integrated onboard device management.

“The common thread of this initiative has undoubtedly been passion: that of the students, who impressed us with the quality and originality of their projects; that of the jury, who evaluated their work with dedication and determination; and that of our company, which continues the commitment started by my father toward innovation and the development of new generations”, commented Giorgio Besenzoni, CEO of Besenzoni.



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UNVEILING THE SUPER POLARIS 70, THE NEW FRONTIER OF EXPLORER YACHTS

With the Super Polaris 70, Cantieri di Pisa launches a new generation of explorer yachts, combining comfort, elegance, and a spirit of adventure. The 70-meter yacht, designed by Antonio Luxardo with interiors by Pulina Exclusive Interiors, is the result of a collaboration with T. Mariotti. The Super Polaris 70 stands out for its expansive and flexible outdoor spaces: areas that can be converted into volleyball, basketball, or padel courts, complete with a counter-current swimming pool and a spa. Its construction, featuring a steel hull and an aluminum-composite superstructure, reflects a high level of innovation that honors Cantieri di Pisa's tradition while opening a new chapter in contemporary yachting.

The layout spans four decks, offering six double cabins and spacious living areas. The main deck houses the 95 m² owner's suite, with two side balconies and access to an elegant winter garden. The bridge deck features a panoramic lounge and a cinema room, while the upper deck accommodates a 60 m² VIP cabin with two private terraces. A modular aft area allows the owner to customize the setup. The lower deck hosts a 180 m² beach club with a pool, gym, and spa, along with two garages for tenders and water toys.

The interiors reinterpret the explorer concept through the lens of relaxed luxury: neutral tones, natural materials, and a palette inspired by linen and cashmere create a warm and refined atmosphere. Contrasting woods, travertine, and metallic accents highlight Italian craftsmanship, with furnishings and lighting produced in collaboration with Made in Italy brands.

"The pursuit of new experiences and horizons is emphasized by our aim to provide 'an oasis of comfort' suitable for any environment, from tropical seas to polar routes. We chose neutral tones reminiscent of natural fabrics — linen and cashmere — with light palette nuances and some contrasts to recreate a dreamlike ambiance throughout the sea journey", said architect Alessandro Pulina.

Powered by two CAT 3512 engines, the Super Polaris 70 reaches a top speed of 15 knots, with a range of 6,500 nautical miles at 10 knots. A true next-generation explorer, it marks the grand return of Cantieri di Pisa, an icon of global yachting since 1945.

CANTIERI DI PISA

www.cantieridipisa.com



RENEGADE 22

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

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by Antonio Ranieri

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X130 TRIPLEX: THE FLAGSHIP OF EXTRA YACHTS

With the X130 Triplex project, Extra Yachts introduces the new flagship of the Triplex line: a nearly 40-meter superyacht that combines design, technology, and comfort in a contemporary vision of the art of living at sea. Built entirely in aluminum, the new X130 Triplex features a maximum beam of 8.4 meters and a gross tonnage of 397 GT, reflecting a focus on lightness and hydrodynamic efficiency. The exterior lines, designed by Studio Agon, blend soft surfaces with sharp geometries, maintaining Extra's signature DNA: boldness and style in perfect balance. The interiors, crafted by Laura Brocchini Design, explore the interplay of light, materials, and

movement, with a refined use of travertine, high-quality fabrics, and champagne-colored accents that enhance natural brightness and the sense of continuity with the sea. A distinctive element of the project is the mezzanine deck, raised just 90 cm above the main deck: 30 m² of space hosting two mirrored lounges divided by a sculptural fireplace, with unobstructed aft views. Below, the 60 m² beach club — featuring fold-down side platforms, a bathroom, storage area, and direct access to the tender garage — provides direct contact with the water, a true hallmark of Extra style. The interior spaces offer flexible solutions: the owner's suite on the main deck can, in an alternative layout,

make room for an entire upper deck dedicated to the owner. Onboard are four double cabins with private bathrooms, along with accommodation for six crew members plus the captain, ensuring absolute comfort and privacy. The sundeck, equipped with a rigid T-top, hosts a panoramic lounge, a dining area for 12, a bar, and an infinity pool overlooking the sea. Powered by two MAN engines of 2,000 HP each, this superyacht reaches a top speed of 16 knots and cruises at 14 knots, embodying a philosophy where power, elegance, and innovation sail in perfect harmony.

EXTRA YACHTS

www.extrayachts.com

SANLORENZO 74STEEL

At 74 meters and approximately 1,900 GT, the new 74Steel marks a new milestone for Sanlorenzo, becoming the largest flagship ever built by the shipyard. Constructed in steel and aluminum and offered with diesel-electric propulsion, the project confirms the brand's made-to-measure philosophy beyond any previous benchmark.

"This is a crucial moment for Sanlorenzo", stated Massimo Perotti, Chairman and CEO of the group. "The 74Steel represents our most ambitious project, the absolute pinna-

cle of our steel range. But it is not just our largest yacht; above all, it embodies the values that have always guided us: elegance, restraint, and the authentic beauty of life at sea.

With the 74Steel, we are redefining the concept of grandeur, freeing it from the idea of excess. We demonstrate that the same refinement and precision expected from Sanlorenzo can be applied even in this new, larger size category. It is not the scale that defines the project, but its philosophy".

Developed on a pre-engineered platform, the 74Steel offers unprecedented design freedom: the three units already sold — with a fourth under negotiation — feature different layouts, interiors, and even bow shapes. The diesel-electric system, developed in collaboration with Siemens Energy, allows for optimized management of technical spaces and the expansion of areas dedicated to wellness, such as the nearly 290 m² beach club illuminated by the main deck pool. The exterior lines, designed by Zuccon International Project, interpret the hull's monumentality with a balance of soft forms and architectural strength, while the interiors — in the first unit designed by Francesco Paszkowski Design with Margherita Casprini — translate the shipyard's aesthetic codes into fluid spaces characterized by warm, refined materials.



SANLORENZO

www.sanlorenzoyacht.com



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IS IT WORTH SELLING YOUR BOAT NOW?

STRATEGIES TO GET THE MOST FROM YOUR PRE-OWNED VESSEL

by Pierfabio Comparato

Selling a boat is never an easy decision. It's often a mix of reason and emotion: on one hand, the desire to change models or free up liquidity; on the other, the bond with years of sailing, memories, and perfect weekends at anchor. But the question many boat owners ask themselves at this time of year is simple: is it worth selling now?





A MARKET IN STRONG MOVEMENT

Over the past two years, the pre-owned boating market has seen an unprecedented surge. The scarcity of new boats, compounded by longer delivery times and rising production costs, has pushed many sailors to look for ready-to-go alternatives.

This created a domino effect: pre-owned prices have remained high, especially for boats between 5 and 10 meters with modern engines and low hours. However, recent signals indicate a gradual return to normal. Shipyards are recovering production capacity, while the availability of new units is increasing.

This means that in 2026, we could see a slight decline in pre-owned values. For those already considering selling, this might be the right moment to act.

SO, WHEN IS THE RIGHT TIME TO SELL?

The ideal time to put a boat on the market is between the end of the season and the beginning of winter. At this time, those who sailed all summer are tallying mooring and maintenance costs, while many buyers start looking for opportunities to prepare for the next season.

Listing now means facing less competition and attracting more attention from potential buyers, who often use the winter months to research, visit,

and finalize purchases.

To get the most from your pre-owned boat, rule number one is to present it at its best.

Before photos or visits, a deep cleaning is essential, minor cosmetic flaws should be fixed, and if necessary, hull and stainless steel polishing should be done. An investment of just a few hundred euros can increase the perceived value by up to 20%. Documentation is equally important: having manuals, invoices, engine logbooks, and updated certifications inspires trust and speeds up negotiations. Buyers want transparency, and missing documents can sink a deal in minutes.

Finally, the photos. Images are the first impression and often make the difference between getting a lead or being “swiped past”. Shoot on a sunny day, with clear water and a tidy boat.

If possible, hire a photographer specialized in boating — an investment that will pay off handsomely. Selling a boat at the right moment is a balance between the market, timing, and preparation. Today, with prices still high and demand stable, those who act wisely can achieve excellent results.

Whether freeing up space for a new purchase or simply maximizing the value of your investment, the key remains the same: present yourself professionally. In the pre-owned boating market, as on the water, those who are prepared get there first.



THE ROLE OF THE MARITIME BROKER

DRAFTING CONTRACTS FOR COMMERCIAL USE OF VESSELS

by Marine Surveyor Daniele Motta

In this column, I have already had the opportunity to provide an in-depth analysis of the figure of the Maritime Broker: on that occasion, we focused primarily on their institutional role and functions related to buying and selling vessels.

In this article, building on what we have already explored together with the reader, I have decided to tackle the topic of contracts for the use of vessels, linking it to the functions that the Maritime Broker also holds — institutionally — in this specific segment.

In fact, a Maritime Broker, when duly certified, is not only a theoretical expert in sales contracts but also, and not secondarily, an expert in the so-called “vessel use contracts”, as regulated by the Navigation Code.

That said, while staying within the bounds of recreational boating, we will identify and analyze three specific commercial scenarios in which, when a well-prepared contract is in place — often with the assistance of a broker — it is certainly possible to guide both owners and users

toward a safer, more informed, and more efficient management of these types of operations. The first case concerns bareboat charters, which in recreational boating can be roughly compared to a lease, as defined and named by the Italian Recreational Boating Code.

The second type of use is the so-called charter, or rental, of a vessel.

The third and final scenario involves the brokerage of the service itself (rather than the vessel), performed by maritime brokers, who mediate charters

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?**

Write to: info@mondobarcamarket.it - info@studiomcs.org

and/or rentals on behalf of their client-owners to the end user (the passenger, the group, or the lessee).

Regarding the first two cases, as many readers may already know, these are the two primary and historically established forms of commercial use (Art. 2, Legislative Decree 18 July 2005, No. 171), which the Recreational Boating Code has regulated since its very first edition.

Concerning these uses, again with reference to the aforementioned legislation (Art. 42), contracts must be “drawn up in writing”, under penalty of nullity. In all of these cases, whenever a Maritime Broker is involved — whether acting as a “pure” intermediary or as an expert appointed to draft preparatory contracts — their role should be decisive in terms of the assistance provided to the parties, beyond mere intermediation.

The potential and disruptive added value of such professional assistance in drafting usage contracts should, in fact, lead the broker to a preliminary analysis of the specific and individual needs of the owner or user, fully assessing the interdisciplinary legal implications (Civil Code, Navigation Code, Recreational Boating Code) and insurance considerations (often mandatory, sometimes optional) and, where applicable, taking into account the local context in which the activity will take place (local ordinances, regional and/or municipal laws and regulations), the type of clientele, and the associated

risks.

This stands in contrast to the widespread practice of relying on online templates, which, although free and generally “pre-prepared”, often reveal their limitations, offering only a basic contractual form lacking the necessary protections.

So far, we have sought to outline the most common areas where contractual intervention is required — or even mandatory — and where the Maritime Broker often works alongside the vessel owners. At the same time, we have highlighted how the broker’s intervention could (or should) be significantly more effective than other options available to the user.

In general, especially for those conducting commercial activities in recreational boating (or for those using such services), it is undeniable that the risks associated with operating a vessel or a maritime business are always accompanied by a level of exposure that is difficult to compare with other entrepreneurial sectors.

These are all reasons why it is essential to draft and regulate services and/or relationships between providers and clients with the utmost safety and quality, with the goal of limiting — and sometimes transferring — economic and legal exposure in a commercial context that is highly litigious and prone to damage, such as the national recreational boating sector.

VAT AND OCEANOGRAPHIC SHIPS

THE ITALIAN REVENUE AGENCY RECOGNIZES NON-TAXABILITY FOR PUBLIC RESEARCH BODIES OPERATING ON BEHALF OF THIRD PARTIES

by Attorneys Massimo Fabio, Giulia Ripa, and Dr Michele Caggiano

With the recent response to tax ruling request No. 227 of September 1, 2025, the Italian Revenue Agency clarified that, for the sale of ships intended for high-seas navigation, even a non-economic public research entity

can benefit from the VAT non-taxability regime provided under Article 8-bis, paragraph 1, letter a) of Presidential Decree 633/1972, provided that the vessel is used in the context of a commercial activity.

In the case at hand, the request was submitted by a public research institute, qualified as a non-economic public body with legal personality under public law, which, within the framework of a project funded with resources



ATTORNEY MASSIMO FABIO

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

Do you have any questions for Att. Massimo Fabio?

Write to the email address: info@mondobarcamarket.it



from the National Recovery and Resilience Plan (P.N.R.R.), initiated a procedure to purchase an oceanographic ship to carry out exclusively technical-scientific and monitoring activities on behalf of public and private entities, for consideration. Specifically, the institute would provide third parties with a “service package” including: the use of the vessel for surveys and investigations in open sea; the provision of qualified scientific personnel; the use of high-level equipment and technical infrastructure. The entity clarified that it does not carry out VAT-relevant activities in its public capacity and does not have, as its exclusive or primary purpose, the conduct of commercial activities. Therefore, it should be considered a taxable person only for operations carried out in the course of commercial activity (Article 4, paragraph 4, Presidential Decree 633/1972).

Through the ruling request, the applicant requested confirmation from the tax authorities regarding the possibility of applying the VAT non-taxability regime provided for the sale of ships used for high-seas navigation and intended for commercial activity, under Article 8-bis, paragraph 1, letter a) of Presidential Decree 633/1972, even though it is a non-economic public entity.

The Revenue Agency recalled that national legislation, in line with Article 148 of the EU Directive, requires two essential conditions for its applicability, namely that the ship: is used for high-seas navigation (over 70% of voyages beyond territorial waters); and is intended for commercial activity,

meaning operations that generate economic revenue on a regular basis. In its ruling, the Agency referred to Circular No. 43/E of 2011 and EU case law (in particular, Judgment C-116/10 of December 22, 2010), emphasizing that the application of the VAT non-taxability regime depends on the nature of the activity carried out with the vessel.

In this case, the activity must be considered “commercial”, even if carried out by a public body, because it is conducted according to market logic, through an autonomous organization of resources and means, and for consideration.

Indeed, the Agency reiterated that it is not the public purpose of the activity that excludes its commercial nature, but the actual manner in which it is conducted: if the entity acts under private-law relationships and not as a public authority, the activity is relevant for VAT purposes.

Therefore, in light of the information provided, the tax authorities concluded that the institute, by carrying out an organized activity aimed at providing the “service package” to public and/or private entities, acting not as a public authority but as an economic operator under private law, may benefit from the VAT non-taxability regime provided under Article 8-bis, paragraph 1, letter a) for the purchase of the vessel, on the condition that it is used within the context of commercial activity pursuant to Article 4 of Presidential Decree 633/1972 and that it also meets the high-seas navigation requirement.



THE SCENT OF THE SEA COMES FROM PLANKTON



That unmistakable scent we associate with vacations, cliffs, or salty winds is not actually “the smell of the sea”, but a chemical substance produced by tiny algae. It’s called dimethylsulfide, also known as methylthiomethane or DMS, and it is released when phytoplankton — the microalgae at the base of the marine food chain — breaks down or is consumed. DMS evaporates into the atmosphere, where it contributes to cloud formation, even influencing the Earth’s climate. This gas, therefore, is not just an olfactory curiosity: it plays an important role in the global carbon cycle and helps regulate part of the planet’s thermal balance. Some seabirds, such as petrels, can even follow DMS trails to locate areas rich in plankton and, consequently, in food.



THE OCTOPUS HAS THREE HEARTS AND BLUE BLOOD

Beneath the octopus’s changing skin lies a unique circulatory system. This cephalopod mollusk has three hearts: two pump blood to the gills to oxygenate it, while the third sends it to the rest of the body. Its blood is blue because it contains hemocyanin, a copper-based protein that is more efficient than hemoglobin in cold, low-oxygen waters. When the octopus swims, the central heart stops beating. That’s why it prefers to move along the seafloor. In addition to these features, the octopus displays remarkable intelligence. It solves problems, opens jars, uses tools, and remembers paths. These abilities, combined with its flexible body and advanced eyes, make it one of the most fascinating inhabitants of the sea.



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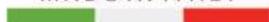


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THE HIGH SEAS TREATY COMES INTO FORCE

After twenty years of negotiations, the High Seas Treaty will officially enter into force on January 17, 2026. Adopted by the United Nations on June 19, 2023, the agreement marks a turning point in the protection of marine biodiversity in international waters, which cover roughly two-thirds of the world's oceans.

Among its main innovations are the possibility of establishing new Marine Protected Areas and the introduction of environmental impact assessment obligations and procedures for economic activities conducted on the high seas, in line with the global 30x30 target — which, although not mandated by the Treaty itself, aims to protect at least 30% of the oceans by 2030. Italy, however, is still awaiting ratification.

States exercise full sovereignty only over their territorial waters, up to 12 nautical miles from the coast, where national laws apply.

Beyond this limit, up to 200 nautical miles, lies the Exclusive Economic Zone (EEZ), where the coastal state holds exclusive rights to exploit natural resources—from fishing and mineral and hydrocarbon extraction to the production of marine renewable energy.

Everything beyond 200 nautical miles is considered the high seas: an immense space covering almost two-thirds of the oceans, where no state exercises sovereign jurisdiction. In these areas, no uniform protection rules exist, aside from the general principles of the 1982 United Nations Convention on the Law of the Sea (UNCLOS).

Until now, this meant that anyone could freely exploit high seas resources, with the risk of overexploitation, pollution, and biodiversity loss. The statistics are striking: only 1% of international waters were effectively protected. It is from this awareness that the need arose for a new global agreement, capable of filling the regulatory gap and ensuring a shared and sustainable management of oceanic common goods.

A LONG COURSE

On November 17, 2004, the United Nations General Assembly took a decisive step toward a new form of international cooperation. Through Resolution 59/24, the UN established an Ad Hoc Open-ended Informal Working Group tasked with an ambitious and urgent mission: to study the conservation and sustainable use of marine biodiversity in areas beyond national jurisdiction.

This was not the first time the high seas' protection had been discussed. Resolution 58/240, adopted on December 23, 2003, had already called on “relevant regional and global bodies” to consider potential instruments for safeguarding marine ecosystems and biodiversity in international waters. But in 2004, for the first time, the commitment translated into a structured work process set to last nearly two decades.

Between 2006 and 2015, the Working Group convened nine times, examining scientific, legal, and economic issues. A turning point came on February 13, 2015, when the two co-chairs, Palitha T. B. Kohona (Sri Lanka) and Liesbeth Lijnzaad (Netherlands), signed a key Recommendation urging



the United Nations to begin negotiations for a legally binding international agreement on marine biodiversity in areas beyond national jurisdiction, in accordance with UNCLOS.

Just four months later, on June 19, 2015, the General Assembly approved the proposal and established a Preparatory Committee tasked with drafting the agreement.

During the fourth session, held in New York from July 10–21, 2017, the Committee identified the core elements of the future treaty:

- Access to and sharing of benefits derived from marine genetic resources;
- Area-based management tools, including Marine Protected Areas;
- Environmental impact assessments;
- Capacity building and marine technology transfer.

The work remained complex and open-ended, with the Committee acknowledging the need for further examination on many key points. Yet the course was set.

With Resolution 72/249 of December 24, 2017, the General Assembly officially endorsed the Committee's recommendations and convened an intergovernmental conference.

Four negotiating sessions were scheduled between 2018 and 2020 at the UN headquarters in New York, though a fifth session would be needed to reach the goal.

After nearly twenty years of work, compromise, and negotiation, on June 19, 2023, the United Nations General Assembly formally adopted the High Seas Treaty, known as the BBNJ Agreement (Biodiversity Beyond National Jurisdiction): a historic agreement designed to protect marine biodiversity and ensure that the riches of the oceans remain a common heritage of humanity.

THE CONTENT OF THE AGREEMENT

The Treaty goes beyond environmental protection, incorporating economic, social, and



KEY MILESTONES

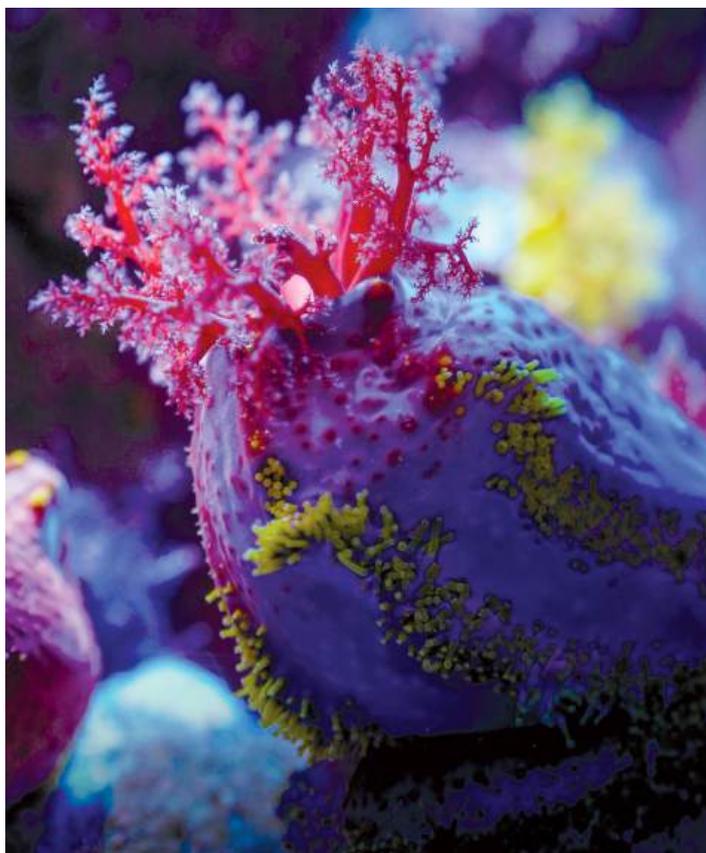
- 17 November 2004**
 The Ad Hoc Open-ended Informal Working Group is established
- 13 February 2015**
 The Working Group recommends that the UN adopt a legally binding international agreement
- 19 June 2015**
 The UN approves the proposal and appoints a Preparatory Committee
- 21 July 2017**
 The Committee identifies the contents of the treaty
- 24 December 2017**
 The UN approves the recommendations and convenes an intergovernmental conference
- 19 June 2023**
 The UN adopts the High Seas Treaty
- June 2025**
 The number of countries ratifying the agreement rises to 50
- 19 September 2025**
 With the sixtieth ratification, the treaty becomes legally binding

technological aspects, acknowledging the deep connection between ocean health and human development.

It aims to ensure fair and sustainable governance of areas beyond national jurisdiction, promoting cooperation, scientific knowledge, and shared responsibility. As mentioned, there are four main areas of action:

1) Marine genetic resources, including the fair and equitable sharing of benefits (Part II, Articles 9–16).

Marine genetic resources (such as organisms, microbes, and DNA) hold enormous potential for biotechnology, pharmaceutical, and industrial research. The Treaty clarifies that any individual or entity under the jurisdiction of the Parties may access, utilize, and profit from these resources. Collection and use must be registered and shared via an international transparency mechanism. Benefits arising from commercial or scientific use (e.g., patents, products, or knowledge) must be distributed fairly among all states, with particular attention to developing countries; sharing is not only monetary but also includes access to data, research results,



biological samples, and technologies.

2) Measures and area-based management tools, including Marine Protected Areas (Part III, Articles 17–26).

The Treaty allows for the creation of Marine Protected Areas on the high seas and the adoption of other area-based management tools to preserve, restore, and maintain biodiversity and ecosystems. Procedures for proposing and establishing new protected areas are based on scientific data. Proposals undergo a limited consultation period during which states, regional bodies, and the scientific community can provide input. Decisions are made by consensus—or, if consensus is not reached, by a two-thirds majority of the Parties present and voting. Monitoring systems and periodic reviews are also established to assess the effectiveness of measures.

3) Environmental impact assessments (Part IV, Articles 27–39).

Any economic or scientific activity conducted in international waters (such as intensive fishing, mining research, or infrastructure development) must undergo a prior environmental impact assessment. States must evaluate potential risks to marine ecosystems before authorizing any activity and publish the results transparently. They are also required to consult the scientific community and other states potentially affected.

4) Capacity building and marine technology transfer (Part V, Articles 40–46).

Designed to support developing countries, this section promotes training programs, scientific knowledge exchange, access to advanced marine infrastructure and technologies (such as oceanographic instruments, satellites, and databases), and the creation of scientific and technical partnerships between states, universities, and research centers. To ensure effectiveness, the Treaty establishes a Conference of the Parties (Art. 47), a Scientific and Technical Body (Art. 49), a Secretariat (Art. 50), and an information-sharing mechanism (Art. 51). The Treaty also governs financial resources and funding mechanisms (Part VII). Each Party, according to its capacity, is required to contribute to activities aimed at achieving the Treaty's objectives, respecting its policies and priorities. Funding



mechanisms include a voluntary trust fund, a special fund (also supported by private contributions), and the Global Environment Facility (GEF) trust fund, which supports developing countries in capacity building and technology transfer.

ENTRY INTO FORCE

For the High Seas Treaty to enter into force, 60 ratifications were required. By mid-2025, only 27 states had completed the process, slowing progress. The breakthrough came during the third UN Ocean Conference, held in Nice from June 9–13, 2025. The summit accelerated ratifications, bringing the total to 50. In the following months, additional states — including Sri Lanka, Saint Vincent and the Grenadines, and Sierra Leone — ratified the Treaty, reaching 60 with Morocco's ratification on September 19, 2025.

UN Secretary-General António Guterres commented: “Today, the Agreement on the Conservation and Sustainable Use of Marine Biological Diversity of Areas Beyond National Jurisdiction — the BBNJ Agreement — has reached the required threshold of ratifications for entry into force. I welcome this historic milestone for the ocean and multilateralism. In just two years, states have turned commitments into concrete actions, demonstrating what is possible when nations unite for the common good. In the face of the triple planetary crisis of climate change, biodiversity loss, and pollution, this Agreement is a true lifeline for the ocean and humanity. The health of the ocean is the health of humanity”. One hundred and twenty days after the sixtieth ratification, on January 17, 2026, the Treaty will

officially enter into force, becoming legally binding for all Parties that have ratified it.

AND ITALY?

Although Italy was among the first signatories of the High Seas Treaty, it has not yet completed ratification. Consequently, the Agreement does not have binding effect under Italian law. Other key actors, such as the United Kingdom, the United States, and Germany, have also not completed ratification, while the Council of the European Union approved Decision (EU) 2024/1830 on June 17, 2024, formally concluding the agreement on the Union's behalf. The Decision clarifies that “the Union's conclusion of the agreement does not affect the competence of the Member States regarding ratification, approval, or acceptance of the agreement”.



A year later, on April 24, 2025, the European Commission presented Directive Proposal COM(2025)173, “on the conservation and sustainable use of marine biodiversity in areas beyond national jurisdiction”. If adopted, the directive would ensure uniform implementation of the High Seas Treaty within the EU, harmonizing national laws while not replacing the need for international ratification by individual states. Unlike the Decision, once approved, the directive would be binding on Member States in terms of results, while leaving them the choice of implementation methods (Art. 288 TFEU). National parliaments submitted reasoned opinions under the subsidiarity review. In Italy, the Chamber of Deputies highlighted certain critical points. Dossier No. 13 of July 14, 2025, prepared by the Services for Relations with the European Union, noted that “the Ministry of Environment and Energy Security (MASE) has consistently expressed concerns regarding the appropriateness of such a legislative act, sharing the doubts of many Member States regarding the division of competences between Member States and the EU, and therefore on the very legitimacy of

the proposal”.

Additional reservations concern potential administrative burdens and the duplication of obligations for Member States relative to those already established by the High Seas Treaty.

The Government Report of July 2, 2025, also observes that “Italian companies intending to collect and utilize marine genetic resources on the high seas, as provided under the BBNJ Agreement, will face increased constraints in their operations”.

Criticism has also come from the opposition: “Supporting the directive means honoring commitments, protecting our seas, and building ocean governance capable of meeting global environmental challenges; it means strengthening Europe and its leading role in environmental policy, in line with the Green Deal and the international oceans governance agenda”, said Rosanna Filippin (PD). “Sustainability cannot be seen as a luxury or bureaucratic burden: it is essential for the development, security, and well-being of future generations”.

To date, the BBNJ Treaty has not yet entered into force in Italy, pending completion of the parliamentary ratification process.



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INMIND: FLOATING SOULS

AN INTERVIEW WITH
LORENZO SQUADRITO

Y

acht design as a calling, even before it became a profession. Lorenzo Squadrito's career has been marked by prestigious recognitions from the very beginning: from the Leonardo Committee Graduation Award he received in 2016 at the Quirinale, in the presence of President Sergio Mattarella, to winning the

International Yacht & Aviation Awards

in 2020. Founder of InMind studio, Squadrito stands out for his visionary approach, blending neuro-architecture with onboard sensory experiences. In this interview, he shares his concept of design, balancing innovation, emotion, and functionality.





From your earliest projects, you caught the industry's attention with prestigious awards.

How did your journey in yacht design begin?

I didn't choose yacht design. It chose me. As a child, I drew everything: lines, imaginary worlds, boats. I lived just a few steps from Portofino, and every evening the sea would fill with yachts that looked like floating spaceships. My grandfather would take me out at night, through nets and moonlight reflecting on the water, and I would just stay there, watching how the sea shaped the light and the forms around us. I still remember the darkness, the scent of salt, the silence broken only by the hull cutting through the waves. Those sensations stayed with me. Then, without realizing it, all the dots connected. And here I am, designing yachts. Pure fate.

For your thesis, you developed Illusion, a 60-meter ketch inspired by principles of psychology. Today, InMind bases its projects on neuro-architecture. Can you tell us more about your approach? How do you combine yachting and psychology, and how does that mix affect the onboard experience?

The truth is, many yachts are beautiful... but soulless. Perfect, shiny, flawless, but cold. We want the opposite: yachts that embrace you, that make you feel at home from the first step onboard. We work with materials that speak, with curves that reassure,

with imperfections that become poetry. Sometimes the imperfections are precisely what make a space authentic; we spend weeks refining those small, intentional "loosenesses". There's no formula: it's a creative flow guided by both emotion and logic. When you step into an InMind space, you don't have to understand the design. You have to feel it, as if the designer had stepped into your mind.

In yacht design, everyone has their signature style. You seem to take a different approach.

Our style? Not having one. You might see yachts that look like they came out of a sci-fi movie, and others that echo classical tradition. What matters is that they leave an impression. In a market full of yachts that all look the same, we aim to create icons. We want to build vessels that are memorable, distinctive, and stay in people's minds (In-Mind). Not excesses that age poorly, but projects destined to endure. The key is to create something innovative, elegant, and functional. For us, functionality is a form of mental beauty: like enjoying a meal that's both flavorful and healthy — you appreciate it twice as much.

Which project has been the most rewarding so far?

The Ma.Mi. 28. Not just a boat: an adventure. An idea that started on paper, nurtured by a shipyard



Internationally recognized, Squadrito, born in 1993, was awarded the Leonardo 2015 – Perini Navi Prize for his master's thesis in Naval and Nautical Design, titled "Illusion – Designing a 60-Meter Ketch Applying Principles of Psychology".

The award was presented by President Sergio Mattarella, and Squadrito was selected as one of the five best under-30 designers in the world.



Elegant lines, meticulous craftsmanship, and balanced performance: the Ma.Mi. 28 from the Ma.Mi. shipyard blends the tradition of Ligurian gozzi with a modern interpretation of the day cruiser. With over 8 meters in length and a 250 HP Yanmar engine, it delivers safe and comfortable navigation, perfect for those seeking top-quality construction and uncompromising style.

that believed in it fully. We designed it, refined it countless times. Then we saw it slide into the water. That's when I realized: it was no longer a project — it was alive. And that feeling, believe me, stays with you.

The Ma.Mi. 28 is also gaining success.

It's a little Swiss Army knife of

the sea. Tender, taxi boat, day cruiser: it adapts to the need. In 28 feet there's everything: a chaise-longue, convertible cockpit, disappearing table, bed, and bathroom below deck. And above all, a glamorous style, born from the reimagined clinker planking. Step onboard and you sense the skill of the shipyard and attention to detail: elements that make the design contemporary

but with a clear identity.

It proves that Italian craftsmanship can still amaze the world, blending tradition with avant-garde. It's no surprise that several units have already been sold.

What type of owners or shipyards do your projects primarily target?

It depends on the size. For small boats, often private clients who



INTERSTELLAR

In May, InMind unveiled Interstellar, a 50-meter yacht concept featuring futuristic lines. Defined by a bold architectural language, this concept stands out for its distinctive arrangement of decks, which appear to float above one another. The sleek, tapered bow contrasts with the generous openness of the stern section, highlighting the interplay between solid volumes and open spaces.

Overall, the design aims to balance innovation with timeless elegance, as evident in the extensive use of glass, particularly on the sundeck.

This approach creates bright, airy interiors that seamlessly connect with the outdoors, while giving the profile a modern, lightweight, and

refined appearance.

A centerpiece of Interstellar is the stern area, which hosts a spacious relaxation zone overlooking a large infinity pool that can also convert into a helicopter landing platform.

Below, a beach club features sun loungers and fold-down side terraces, extending the space directly over the water.

A practical tender lift allows the tender to be stored in the center of the area.

The layered deck structure enables the organization of multiple functional spaces without compromising the overall stylistic coherence.

In line with the project's philosophy, the owner's suite showcases full-height curved glass, eliminating the boundary between indo-

ors and outdoors and offering breathtaking views of the sea. Soft shapes and muted colors dominate the space, creating a sense of well-being and tranquility. The accommodation includes five additional guest cabins, while the outdoor dining area on the upper deck can host up to 14 guests for formal meals. The sundeck features an intimate lounge with a coffee table, perfect for private conversations. Onboard, there is also a fully equipped gym with free weights, benches, and rows of treadmills. With a beam of 9.5 meters and a draft of 2.3 meters, Interstellar is designed to be powered by a pair of CAT engines.



Unveiled in September 2025, Prodigio is a 49-meter superyacht concept designed by the Italian studio InMind Design.

want a unique piece, a personal “toy”. For larger yachts, you need shipyards, because without a solid team behind you, ideas remain just drawings.

The Interstellar is a 50-meter concept yacht with overlapping decks that seem to float. Where did the inspiration for this dramatic solution come from? And how did you distribute the weight to ensure stability?

From a tuxedo. I know, it sounds absurd. But design is like that: a flash of inspiration when you least expect it. We took that timeless elegance and transformed it into soft, welcoming, almost feminine lines. The trick is in the materials: they give the impression the decks are floating. In reality, the weight distribution is classic. It’s the perception that deceives you — like watching a magician: you know there’s a trick, but you’re thrilled anyway.

You recently presented Prodigio, a 49-meter superyacht concept with aerodynamic lines. What are its distinguishing features?

Prodigio pays homage to the past while looking to the future. We preserved the silhouette of historic yachts, yet reinvented it. The stern is the star: the pool isn’t just an accessory, it’s the beating heart. Around it, light, proportions, and comfort interact. It’s a yacht that doesn’t shout for attention, yet remains etched in memory.

What yacht design trends do you see emerging or consolidating in the coming years?

“Less is more” will continue to grow, but be careful: it must not become “less is less”. It only works if there’s a genuine vision, a philosophy the client

perceives at first glance, not one born from commercial reasons. And, of course, artificial intelligence. It’s entering everywhere, and it will enter here too. It won’t replace the designer but will make them more powerful, opening scenarios we can barely imagine today.

Which projects are you currently working on?

InMind Design is active on multiple fronts: yachts, cruises, architecture, product design. The more sectors you touch, the more you learn. The more you learn, the fresher your ideas, and the more alive our creativity remains.

What are your medium- to long-term goals for the studio?

InMind is growing rapidly. New investors have placed their trust in us, allowing us to expand the team with top-level designers and engineers. The future? Strengthen collaborations with shipyards while aiming to develop projects that surprise and leave a mark. Our goal isn’t just to build yachts. It’s to create floating souls.

INMIND

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FUSILLI WITH ARUGULA, ALMONDS, AND SHRIMP





GIANFRANCO PASCUCCI

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



Difficulty: bassa



Preparation time: 40 min



Serves: 4 people



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

INGREDIENTS

For the arugula sauce:

Arugula: 50 g
Fresh basil: 50 g
Almonds: 30
Extra virgin olive oil: 70 g
Pecorino romano: 30 g
Italian garlic: 1 clove
Salt: 5 g

For the shrimp and almonds:

Red shrimp: 8 medium-sized
Almonds: 10
Salt and pepper: to taste

For finishing and serving:

Fusilli: 280 g
Vegetable broth: as needed
Anchovy sauce (colatura di alici): as needed

PREPARATION

Rinse the arugula and basil thoroughly in plenty of fresh water, then gently pat them dry with a cloth or use a salad spinner: keeping the leaves intact and dry is essential to preserve their aroma.

In a blender, combine the arugula, basil, extra virgin olive oil, a pinch of salt, and, if desired, a splash of anchovy sauce to enhance the marine flavor. Blend until smooth, creamy, and glossy.

Unlike traditional Genovese pesto, no mortar is needed here: modern techniques enter the kitchen without compromising tradition.

In a skillet, lightly toast the almonds with a drizzle of olive oil until their golden aroma is released. Meanwhile, peel the shrimp, carefully remove the digestive vein, and press the heads to extract their juice: this will form the base of a rich and flavorful sauce. Chop the shrimp roughly by hand, season with a touch of olive oil and salt, then mix in the chopped almonds.

For the finishing touch, heat a drizzle of olive oil in a pan, add the shrimp head juice and a ladle of vegetable broth. Cook the pasta al dente, then briefly toss it in the pan with the sauce for about a minute to let it absorb the flavors.

Turn off the heat, transfer everything into a large glass bowl, and gently fold in the arugula pesto to harmonize flavors and textures. Plate the pasta and top with the shrimp-and-toasted-almond mixture.

CHEF'S NOTES

This dish celebrates an iconic Italian pairing from the late '90s and early 2000s — shrimp and arugula — reimagined with a contemporary touch: lighter, yet still evocative of the sea and the freedom of an outdoor meal. It was designed to be easily prepared even on a boat, using a few simple, high-quality ingredients for a light, summery lunch.

CASTELLARE DI CASTELLINA

THE EXCELLENCE OF CHIANTI CLASSICO: DEEP ROOTS AND A FORWARD-LOOKING VISION

by Elisa Annesi

In the lush, green heart of Chianti Classico, amidst the rolling hills of Castellina in Chianti, lies one of Italy's most significant wineries: Castellare di Castellina. This estate traces its roots back to the Renaissance of Italian wine in the 1970s, when journalist and publisher Paolo Panerai decided to transform his passion for wine into a tangible project.



Born from the merger of four farms, Castellare today spans roughly 100 hectares, with 45 dedicated to vineyards and 12 to olive trees, spread across a natural hillside amphitheater at an average altitude of 430 meters above sea level. The soil, composed of limestone marl, galestro, and clay, combined with ideal sun exposure and deliberately low yields, creates the perfect environment for producing elegant and long-lived wines.

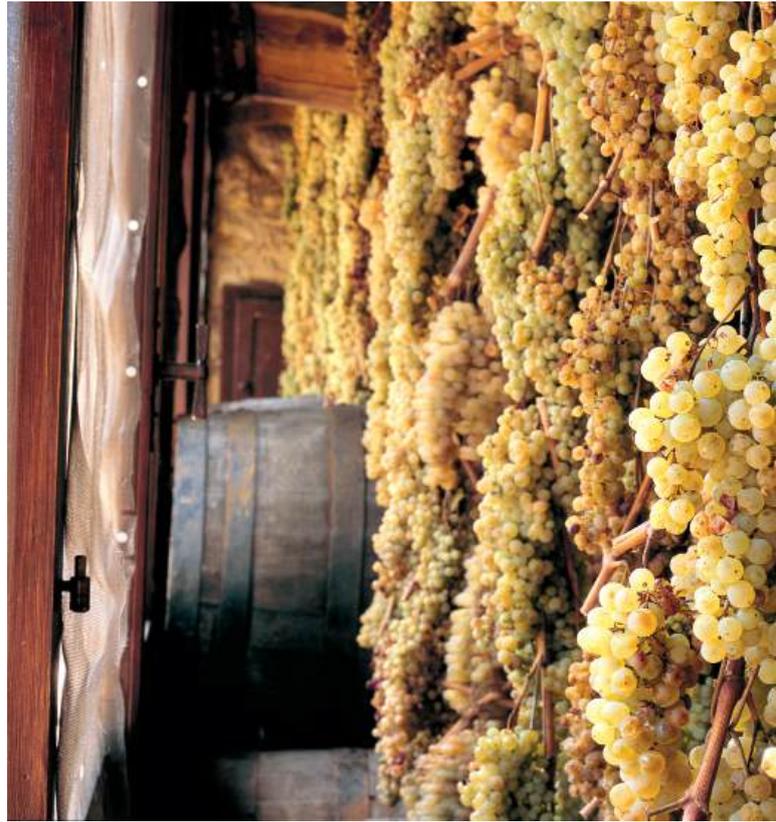
At the helm of production today is Alessandro Cellai, a protégé of the renowned Giacomo Tachis, a reference point for Italian winemaking.

Castellare di Castellina's success rests on three pillars: tradition, innovation, and sustainability. Loyalty to the territory is expressed through the exclusive use of native grape varieties for Chianti Classico, avoiding international varieties such as Cabernet or Merlot, even though they are permitted under the regulations. A prime example is the Governo di Castellare, produced following the ancient Tuscan "governo" method, where dried grapes are added after the first fermentation, resulting in a wine that is soft, lively, and surprisingly enjoyable even when served chilled.

While tradition remains a foundation, innovation is equally crucial. Castellare, in collaboration with the Universities of Milan and Florence, created the first experimental vineyard in Chianti to scientifically select the best clones of Sangiovese (the local name for Sangiovese) and Malvasia Nera.

I SODI DI S. NICCOLÒ: A WINEMAKING ICON

Born from years of research and selection of Sangiovese and Malvasia Nera clones, I Sodi di S. Niccolò is now the winery's flagship wine. Launched in 1977, it was among the first Supertuscans to break away from DOCG rules to pursue superior quality, becoming a true icon in Italian winemaking. Its name carries a fascinating story, as Paolo Panerai recounts: «One day, Luigi (Veronelli) and I were walking down from Castellare's cellar toward the estate's finest vineyard. The old sharecroppers had named it 'vigna de' sodi' for its particularly hard, stony soil – ideal for wine. To the right of the slope stands the 14th-century Church of S. Niccolò, surrounded by another vineyard with the same soil type, which the sharecroppers had named after the



saint. Luigi stopped and said to me: 'Paolo, here's the name for that extraordinary wine you made me taste: call it 'I Sodi di S. Niccolò,' but make sure to include the 'I' in front. Because that, and only that, will be the wine to bear this name'».

Composed of 85% Sangiovese and 15% Malvasia Nera, I Sodi di S. Niccolò has earned top international rankings, entering Wine Spectator's





Top 100 twice (1985 and 1986 vintages) and repeatedly being recognized as Italy's best red wine in combined scores from major Italian guides and international critics. The 2017 vintage, released in 2021, marked the 40th harvest and was celebrated with a special commemorative black-label featuring Castellare's iconic bird, symbolizing the winery's commitment to environmental sustainability and biodiversity.

A RANGE THAT TELLS A STORY

Beyond Chianti Classico and its Riserva, Castellare produces standout labels such as Coniale, a pure Cabernet Sauvignon, and Poggio ai Merli, an elegant Merlot.

The range is complemented by structured whites like Le Ginestre, Canonico, and Spartito, the traditional Vin Santo S. Niccolò, as well as grappa, vinegar, and the prized extra virgin olive oil, L'Olionovo.

A WINERY THAT BALANCES HISTORY AND INNOVATION

The historic cellar perfectly balances past and present. The original building still houses old cement vats, recommended by Tachis for their neutral and beneficial properties in the pre-bottling stage. Adjacent stands a modern facility with tempera-

“

THE VINEYARD IS LIFE: IT LIVES AND RESPONDS LIKE A HUMAN BEING. IF YOU DO NOT KNOW HOW TO NURTURE AND CARE FOR IT AS YOU WOULD FOR THE MOST CHERISHED PERSON IN YOUR LIFE, IT MAY NOT THRIVE. NOT TO MENTION WHEN THE WINE FINALLY REACHES THE CELLAR, THE ENERGY IT HAS ABSORBED FROM THE ROOTS REMAINS ALIVE, FIRST IN THE FERMENTATION VATS AND THEN IN THE BARRELS.

FOUNDER
PAOLO PANERAI

”





ture-controlled steel tanks and small French oak barrels, among the first of their kind introduced in Italy. Current production reaches around 400,000 bottles annually, 70% of which are exported (primarily to the USA, Germany, Switzerland, China, and Russia), with the remainder distributed domestically. A particularly enchanting corner of the estate is the Vinsantaia, a hidden room where Malvasia Bianca and Trebbiano grapes dry suspended from beams in solemn silence, giving life to Vin Santo — a true golden spectacle for the eyes and nose.

EXPERIENCES AND HOSPITALITY

Castellare di Castellina offers visitors an authentic immersion in the charm of Chianti. By appointment, guests can enjoy guided tours with tastings or sip a glass at sunset directly among the vineyards. For those wishing to extend the experience, Castellare in Poggio offers refined accommodations within the estate. Two restored rural farmhouses,

each with a private pool, welcome guests in an intimate, relaxed atmosphere, with furnishings inspired by the colors of the Sienese countryside.

A BROADER VISION

Castellare di Castellina is part of the Domini Castellare di Castellina group, which includes three other estates: Rocca di Frassinello in Maremma (originally founded in a joint venture with Domaines Barons de Rothschild – Château Lafite), and two Sicilian estates, Feudi del Pisciotto and Gurra di Mare. This project carries forward Panerai's vision under the expert guidance of Alessandro Cellai, always emphasizing quality and respect for the land.

As Paolo Panerai often says, "The vineyard is life", and at Castellare, every sip tells a story.

CASTELLARE DI CASTELLINA

www.castellare.it



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Bluline 23 WA 7,20 m, pronta consegna, Mercury 200 CV, cabina con 3 posti letto, euro 78.000, tel. +39 041/5322123 - +39 349/0852550 - newnauticsshow@gmail.com



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Aprea Milano Faraglione 7,50 m, 2 motori VM da 140 HP, 1.600 ore di moto circa, vtr e legno, vari accessori, sempre rimessata all'asciutto, euro 54.000, tel. +39 348/8623622



Apremare 45 Confort 2006, 12,20 m, 2x500 HP Volvo Penta, euro 230.000, tel. +39 0586/621381 - +39 337/718301 - www.navigare.it



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



Arkos 637 completa di tutto e pronta a navigare, Suzuki DF200 con circa 500 ore + Honda 20 CV, eco., luci di via, pompa sent. automatica, euro 20.000, tel. +39 379/1050301



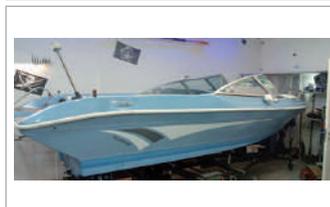
AS Marine 19 GL Open 5,70 m, anno 2024, Mercury 40 SeaPro, euro 17.000, tel. +39 041/5382523 - info@campellomarine.it



Baia 50 anno 1989, 14,80 m, motori 2x680 MAN EB D, vis. Jesolo (VE), prezzo su richiesta, tel. +39 0421/91616 - dalvi@dalvi.it



Barca Open Lady 550, Mercury Orion 40/60 4T, circa 180 ore, cuscineria prendisole, tendalino, eco. GPS cartografico, vis. Santa Marinella, euro 8.000, tel. +39 333/6907444



Barca 5,20 m, interamente ristrutturata, impianto elettrico nuovo, impianto luci di navigazione, altri accessori, carrello alaggio, no motore, tel. +39 347/4295399



Barca da pesca 4,20 m, motore Johnson 25 CV funzionante, carrello omologato da revisionare, mai entrato in acqua, accessoriata, euro 1.200, tel. +39 391/4798659



Barca open, motore Selva Morena XSR 16 valvole, 10 anni, t-top, vasca del vivo, doppia batteria, timone idraulico, 10 portacanne, tel. +39 338/7676182



Bluline 22 WA anno 2022, 6,8 m, Honda 250 CV, tendalino sole, chiusura camper, verricello elettrico, GPS, tel. +39 041/5322123 - +39 349/0852550 - newnauticsshow@gmail.com



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



Bruno Abbate Primatist 34 Mer cruiser 2x250 CV, ottime condizioni, 6 posti letto, WC, cucina, molti lavori 2024, targa e bandiera polacca, euro 23.000, tel. +39 347/0689428



Cad Marine 21 Open sempre mantenuta, numerosi lavori 01/25, eco. Lowrance Eagle 7, motore Johnson 115 CV 2T + Tohatsu 6 CV, euro 10.500, tel. +39 338/3798735

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ZENIT 44 OPEN, anno 2005, mt. 13,30
2X450 MAN EB D

Ottime condiz., 2 cabine + 2 bagni, visibile alto Adriatico



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

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



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

Possibili permuta, pronta alla boa, visibile a Jesolo



MONTEREY 236 MONTURA, anno 1997, mt. 7,16
1X319 VOLVO PENTA EFB B

Eliche in acciaio, 2 posti letto, visibile ns. expo



MARCHI 53, anno 2000, mt. 15,32
2X680 MAN EB D

Ben accessoriata, 3 cabine, 2 bagni, visibile alto Adriatico



RIO 750 CRUISER, anno 2001, mt. 8,07
1x230 VOLVO PENTA EFB D

In perfette condizioni, super accessoriata, visibile ns. expo



MOCHI 14 FLY, anno 1997, mt. 13,80
2X500 IVECO EB D

3 cabine, 2 bagni, revisione turbine/ pompe iniettori 2022



ILVER 24 NJUMA, anno 1990, mt. 7,00
1x240 OMC EFB B

Revisione motore e lucidat. scafo 2025, visibile ns. expo



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



CNT LB 34 9,95 m, natante, nuova, 1 o 2 motori FTP o FNM da 400 a 600 HP totali, legni pregiati, ampie finestrate, a partire da euro 290.000, WhatsApp +39 333/8083163 - info@cntnautica.it



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



Cranchi Perla 25 2 motori diesel Volvo Penta TAMD 22P SX del 1996, tendalino sole inox, euro 44.000, tel. +39 041/5322123 - +39 349/0852550 - newnauticsshow@gmail.com



Dellapasqua DC 10 bandiera polacca, compl. rimesso a nuovo, tenuto maniacalmente, Aifo 8061 240 CV, 1.600 ore, super accessoriato, euro 50.000, tel. +39 366/6875731



Fiart 30 motori Volvo Penta diesel da 200 CV, la barca necessita solo di un trattamento preventivo antiosmosi, il resto è tutto funzionante, euro 32.000, tel. +39 328/6450626

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CNT 23 7,10 m, cabinata in versione diporto o fisherman, semiplanante, FNM 12 HPE da 110 HP trasmissione in linea d'asse, WhatsApp +39 333/8083163 - info@cntnautica.it



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



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



Cranchi 31 Aquamarina 2 Volvo Penta 200 CV, 600 ore moto, simil teak 3M nuovo, 4 posti letto, super accessoriata, in ottime condizioni, euro 38.000, tel. +39 333/8932802



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



Cranchi Zaffiro 28 ex Perla 25 in condizioni eccellenti, motori Volvo Penta 225 CV, 300 ore, tagliandati 2024, numerosi accessori, tender, euro 48.000, tel. +39 349/1878569



Cruiser Yachts 340 Express in buone condizioni, motori KAD 300, 900 ore circa, tagliando appena effettuato, super accessoriata, euro 110.000, tel. +39 346/3787222



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



Dolfin 620 tendalino, cuscineria, doccia, impianto elettrico nuovo, 2 batterie, serb. benzina acciaio incassato, motore Suzuki 70 CV 4T, euro 8.900, tel. +39 348/8586016



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



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



Fiart 38 Genius 3 cabine, 1 bagno, 1.120 ore moto, 2 Volvo Penta D4 260 CV, elica di prua, interceptor, SIMRAD 12" Evo, accessoriata, euro 140.000, tel. +39 393/0656651



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



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



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



Gozzo Alalunga motore 135 CV, 3 posti letto, cucina, GPS, eco., 4 portacanne, 2 batterie, salpa ancora elettrico, 2 prese mulinelli elettrici, euro 14.500, tel. +39 345/3525819



Iiver 24 Nyuma anno 1990, 7,00 m, motore 1x240 OMC Stern Drive EFB B, visibile a Jesolo Lido (VE), euro 17.000, tel. +39 0421/91616 - dalvi@dalvi.it



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



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



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



MARINE 19 XL

ANNO 2020, MERCURY 40 PRO DEL 2025, LUCI DI VIA, BATTERIA, POMPA SENTINA, SERBATOIO BENZINA, TIENTIBENE IN ACCIAIO, SCALETTA RISALITA, TENDALINO ALLUMINIO



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Iiver 620 modificata con bracket in vetroresina per motore fuoribordo, tendalino in acciaio, cuscineria, WC a scomparsa, sentina autoclave, euro 6.000, tel. +39 338/2480362



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



Iitm 26 Sport completamente refittata 2023, motore Volvo Penta, 92 ore moto, accessoriata di tutto, ottime condizioni, vis. Torre Annunziata, euro 26.000, tel. +39 335/8176062



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



Marine 18 5,50 m, 2021, Mercury 40 PRO, ecoscandaglio con GPS, bimini parasole, cuscineria completa, euro 15.500, tel. +39 041/5382523 - info@campellomarine.it



Marinello 19 Sport Cabin 2019, 5,70 m, Yamaha 115 HP 4T, verricello elettrico, prolunga prendisole di poppa, euro 27.000, tel. +39 041/5382523 - info@campellomarine.it



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



Idea Marine 80 in perfette condizioni, pari al nuovo, 2 Suzuki 200AP, 100 ore di moto, elica di prua con batteria, Garmin 12", full optional, euro 115.000, tel. +39 339/3154447



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



Larson LXI 268 motore Mercury 5.000, portata 8 persone, imp. elettrico perfetto, salottino in pelle, molti optional, tagliando 2024, euro 20.000, tel. +39 339/8436904



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



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

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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



Mingolla Brava 25 WA 2 motori Suzuki 175 HP, cabina, WC, dotata di tutti i servizi, chiusura invernale, cucina nuova, Garmin 12", euro 55.000, tel. +39 348/2790789



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



Patrone 27 imbarcazione nuova, 8,90 m, 2 motori Yanmar 224 CV, euro 80.000, tel. +39 041/5382523 - info@campellomarine.it



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



Regal 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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Mingolla Brava 22 WA cabina con WC chimico, motore Evinrude 175 CV, 600 ore moto, in ottime condizioni meccaniche, vis. Napoli, euro 16.000, tel. +39 334/1028374



Mochi Craft 14 Fly anno 1997, 13,80x4,45 m, motori 2x500 Iveco EBD, visibile a Jesolo (VE), euro 116.000, tel. +39 0421/91616 - dalvi@dalvi.it



Monterey 236 Montura anno 1997, 7,16x2,59 m, motore 319 Volvo Penta EFB B, visibile a Jesolo (VE), euro 19.000, tel. +39 0421/91616 - dalvi@dalvi.it



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



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



Quicksilver 675 Open 6,74 m, 2017, Mercury 200 HP V6, musone 2025, tendalino acciaio, euro 36.500, tel. +39 041/5382523 - info@campellomarine.it



Ranieri motore Yamaha 100 CV, 1.000 ore di moto, tagliando completo, carrello compreso da revisionare, dot. di bordo entro le 12 miglia, euro 15.500, tel. +39 327/6131835



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 motore 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, 6 m, accessoriata, euro 13.900, tel. +39 329/1736991



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



Resinautica Internazionale anno 1998, 7,49 m, motore 130 HP Volvo Penta EFB D, visibile a 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



Rio Espera 34 2 motori Volkswagen Marine 3.0 TDI 265 CV diesel, natanate, condizioni perfette, 4 posti letto, bagno, accessoriata, euro 104.000, tel. +39 348/5418068



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



RIVARAMA 44

ANNO 2009, 13,40 M, MAN 2X800 CV DIESEL, LINEA D'ASSE, ELICA DI PRUA - TIMONERIA IDRAULICA, ANCORA, CATENA ANCORA, POMPA DI SENTINA ELETTRICA



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Riva St. Tropez 281 anno 1986, 9,52 m, motori 2x350 Thermo Electron Crusader EB B, visibile 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, visibile 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, tientibene acciaio, scaletta risalita, cucina completa, teli, euro 8.500, tel. +39 041/5382523 - info@campellomarine.it



Saver 540 Cabin Fish super accessoriata, ottime condizioni, alcuni lavori da eseguire che scalo dal prezzo, Evinrude 75 CV + Mercury 4 CV, euro 13.500, tel. +39 340/9735909



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



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



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



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



Selva ottime condizioni, 2 motori Suzuki 40/70 CV, eco. 9" Lowrance, carrello omologato, radio, altoparlanti, tutto maggio 2025, euro 14.000, tel. +39 328/9671654



Sessa Marine 5 m, motore 40 CV, cucina, tendalino, batteria e serbatoio con gall. nuovo, pompa sentina, possibilità carrello omologato, euro 2.500, tel. +39 389/9217415



Sessa Marine 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



Sida Master 6 m, senza motore, accessoriata, ecoscandaglio, GPS, pompa doccia, vasca del vivo, pompa sentina, luci di via, euro 3.000, tel. +39 388/4954877



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



Teorema 20 Open 2022, 5,92 m, Mercury 40 HP 4T, luci di via, pompa sentina, tientibene in acciaio, scaletta risalita, euro 15.500, tel. +39 041/5382523 - info@campellomarine.it



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



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



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



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



Barca a vela 5,50 m, randa, fiocco, tormentina, gennaker, pronta alla boa, vis. Circolo Nautico di San Benedetto del Tronto, euro 2.100, tel. +39 327/7370883



Barca a vela classica 8,70 m, motore Farymann A30 12 CV, randa, genoa, fiocco e spinnaker + altre, lavori estetici da fare, altri accessori, euro 6.000, tel. +39 331/3710437



Barca a vela scafo ferro cemento, ponte teak massello, interni in legno, ferma da 2 anni, diversi lavori da fare, motore Lombardini, vele da rivedere, euro 6.000, tel. +39 331/4993975



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 30 timone a barra, motore Volvo Penta 18 CV, Sail Drive, 2 cabine, 2 posti dinette, cucina, WC nuovo, salpancora con telec. nuovo, euro 30.000, tel. +39 339/7969276



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, entroborco Craftsman 16 HP diesel, 2 batterie, euro 14.000 trattabili, tel. +39 059/468219 - www.mon-torsisport.com



Beneteau Cyclades 43.3 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 Oceanis 37 Limited Edition anno 2013, semplicemente perfetta, vis. Marina di Pisa, euro 108.000, tel. +39 339/4425142



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



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, motore Volvo Penta 3 cilindri 19 HP del 1993, revisione 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, anno 1981, Bukh DV20 revisione 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



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Comet 910 6 posti letto, WC, fiocco e scotte nuove, sartiame inferiore nuovo, attacco crocette, tagliando motore 2025, vis. Piombino, euro 17.000, tel. +39 338/5009502



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



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



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



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



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



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



Elan 34 condizioni eccellenti, randa rollabile e genoa nuovi, impianto pannello solare 130W, altri numerosi accessori, nessun lavoro da effettuare, euro 48.000, tel. +39 380/2347118



Etap 20 deriva mobile nuova e albero abattibile, randa con lazy bag e lazy jack, fiocco, gennaker nuovo, altri accessori, euro 4.200, tel. +39 348/6917437



First 31.7 modello LAC con albero maggiorato, immatricolata 2025, lazy bag e lazy jack 2024, sprayhood 2018, super accessoriata, euro 57.000, tel. +39 333/3727377



Grand Soleil 34 ben tenuta, super accessoriata, strumentazione Raymarine, pannelli solari, avvolgi fiocco, lazy bag, lazy jack, vang, euro 28.000, tel. +39 333/3197984



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



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



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



Interyacht 25 Vagabond anno 1977, 7,60 m, motore Farymann 12 CV EB diesel, 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 in 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



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



Protagonist day sailer e regata, 2 cucette, anno 2002, in ottimo stato, albero maggiorato, usata solo al lago, vis. Lago Maggiore, euro 18.000, tel. +39 335/5825977



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



Tortuga 38 ottime condizioni, 2 cabine, 2 bagni, dinette, messa a nuovo, interni legno, verniciata, motore Perkins 160, bandiera Polacca, euro 60.000, tel. +39 329/3556995

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



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



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



Beneteau Oceanis 30.1 9 m, 2 cabine, 1 bagno con doccia, carburante 130 l, tel. +39 347/2733268 – info@carlofortesailcharter.it



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



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



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



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



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



Catana Bali 4.1 Wee Sail, 2019, 12,35 m, Yanmar 2x40 HP, 4+2 cabine, 8+2 posti letto, 4 bagni, base Marina di Stabia, tel. +39 338/1094098 – www.aladarsail.com



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



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



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



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



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



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



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



Ares Sea Dragon completamente refittato da meno di un anno, motore Mercruiser 350 CV, super accessorato, posto barca Cagliari fino 05/26, euro 34.900, tel. +39 347/7476691



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



Beluga motore Suzuki DF140, 1.000 ore di moto, tubolari ok, GPS eco. Garmin, dotazioni 12 miglia, telo copertura, altri accessori, euro 13.600, tel. +39 335/5394623



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 effett., 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 22 perfetto in tutto, 14 persone, interamente rifatto, tubolari nuovi, Yamaha 150 CV, 490 ore, molti optional, imp. elettr. e cucineria nuovi, euro 25.500, tel. +39 324/7716454



BWA 34 Premium 2 Evinrude 250 HP, 140 ore, garanzia fino a giugno 2027, cabina, bagno, elettronica Garmin, audio Fusion, altri 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 rimesso al coperto, euro 119.000, tel. +39 0182/87831 - info@fourmarine.it



Doviboat Sport anno 2013, 2 Suzuki 300 CV, 450 ore circa, manette elettroniche, impianto elettrico rifatto nuovo, tutto in perfetto stato, euro 80.000, tel. +39 334/1028374



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



Italmarine Ponza 36 Cabin pari al nuovo, 75 ore moto, full optional, 2 motori Mercury 300 CV, teak in pozzetto e cabina, leasing in corso, euro 100.000, tel. +39 335/6681103



Italmarine 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@nauticafiore.it



Joker Boat scafo pronto per antivegetativa, serbatoio inox 80 l, tubolari rivestiti senza perdite, cucineria, dotazioni, motore Suzuki 40 CV, euro 8.500, tel. +39 370/3697037



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 su 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 tubolari rifatti, motore Evinrude anno 2012, 200 ore moto, 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 4T, ore moto 1.034, super accessorio, 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 senza patente, motore 40 CV, tappezzeria come nuova, euro 8.500, tel. +39 333/4401143



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 40 HP 4T, 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@giada96.it



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



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



Marco 32 Emotion Mirabilis motori Mercury 350 CV, 450 ore moto, joystick, refitting totale 2020, cabina, bagno separato, Raymarine 12", euro 155.000, tel. +39 345/1430002



Marlin 25 motore EFB Mercruiser 5.0 MPI V8 260 CV, 665 ore, refitting completo 2025 su tubolari, impianti e accessori, pari al nuovo, euro 34.000, tel. +39 340/8472937



Mariner 5,80 m, materassi come nuovi, motore Honda 100 CV, ore moto 200, garanzia motore fino al 2027, tendalino, GPS Lowrance, euro 13.500, tel. +39 338/7211840



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@nauticafiore.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, anno 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, motore Yamaha F200 (2007), 900 ore, regolarmente tagliando e ben curato, perfetto stato, accessor., euro 24.000, tel. +39 328/9622190



Noah 29 ottime condizioni, anno 2017, 2 Mercruiser 250 CV, 480 ore moto, tendalino in acciaio inox, batterie nuove, pistone idraulico 09/25, euro 62.000, tel. +39 334/9920678



Novamarine tenuta d'aria ottima, motore Yamaha 40 HP 4T, ottime condizioni, disponibile a parte anche carrello Ellebi 600 kg, euro 7.000, tel. +39 330/315846



Nuova Jolly 630 anno 2022, Mercury 150 EFI, scaletta risalita, batteria, pompa di sentina, euro 33.000, tel. +39 041/5382523 - info@campellomarine.it



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



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 - seatimeyachting@gmail.com



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



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



Ranieri International Cayman 19 con Mercury o Evinrude in pronta consegna, anche senza patente nautica, da euro 29.900 con Mercury F40, tel. +39 059/468219 - www.montorsisport.com



Ranieri International Cayman 19 S 5,95 m, Honda 40/60 senza patente, roll-bar, scaletta, doccia, eco. cuscineria come nuova, tendalino, luci, euro 22.500, tel. +39 351/6645485

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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, doccetta, cucina e lavabo, roll-bar, tendalino, nuovo mai messo in acqua, no motore, euro 15.000, tel. +39 393/6925884



Sacs 750 in perfette condizioni, tubolari Orca Carbon rifatti 2025, motore Evinrude 250, verricello elettrico, eco. GPS cartografico, altri accessori, euro 21.999, tel. +39 327/4969196



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



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



Selva 570 in ottime condizioni, motore Selva 40 XSR, tagliando effettuato, tendalino prendisole, serbatoio inox da 100 l, euro 15.700, tel. +39 347/2339676



Stilmar 6,30 m, tenuto da vero amatore, motore Mercruiser 4.3 275 CV impeccabile, teak nuovo 2023, accessorio, disp. a qualsiasi prova, euro 20.000, tel. +39 328/2480344



Stilmar 26 senza motore, imp. elettrico e tubazioni rifatte stagione 2025, imp. audio rinnovato, carena rivisitata e trattata, altri lavori eseguiti, euro 27.000, tel. +39 392/6214375



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



Stingher 5 m, ottime condizioni generali, tubolari nuovissimi, motore Honda 40 CV 4T, 400 ore circa, appena tagliando, accessorio, euro 8.500, tel. +39 339/6290690



Stingher Fishing 510 full optional per pesca, rifatto complet. 2025, carrello 750 kg revisionato e immatricolato 2024 nuovo, Yamaha F40 DETL, euro 22.000, tel. +39 327/3387000



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@nauticafiore.it



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

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Carabottino su misura di forma irregolare, realizzabile per adattarsi perfettamente a qualsiasi spazio e renderlo unico nel suo genere. Ideale per l'utilizzo in doccia, sia a bordo di imbarcazioni che in ambiente domestico. La produzione avviene su modello o disegno fornito dal cliente. Disponibile in Teak o Iroko. Spessori disponibili: da 22 mm a 30 mm. Dimensione del quadro a scelta: 15x15 mm, 20x20 mm oppure 25x25 mm, in versione standard o bifacciale. È, inoltre, possibile personalizzare il carabottino con scritte o loghi incisi sui perimetrali, tel. +39 081/0105633 - www.woodworks.it



Carrello Pima Rimorchi basculante per barche in alluminio e vetroresina, si presta alla customizzazione. Portava una Bass Boat. È dotato di slitte inferiori con rulli di alloggiamento e slitte laterali per un trasporto sicuro. Carrello da 400 kg (1,5x4,35 m), trasportabile con qualsiasi auto. Viene fornito con ruota di scorta e kit cuscinetti. Gommato nuovo e cuscinetti nuovi. Immatricolato a settembre 2020, euro 1.200, tel. +39 329/0793234



Carrello Spoletto 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



Cassapanca in teak con frontali dogati e laterali in carabottino. Ha una pratica apertura dall'alto, bloccata da una chiusura a compasso in acciaio inox. È corredata da due maniglie in corda per un facile trasporto. Ideale in barca come a casa: diventa un vero e proprio pezzo di arredamento e, allo stesso tempo, un contenitore per gli oggetti più disparati, tel. +39 081/0105633 - www.woodworks.it



Chartplotter Garmin 720s cartografico, come nuovo, con scheda mappa, completo di cover e staffa, senza trasduttore, euro 350, tel. +39 340/6277879



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



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



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 Evinrude 300 G2, coppia di motori, ottime condizioni, anno 2019, tagliandi regolari, pronti per installazione, piedi XL, eliche inox, manetta, chiesuola, doppia elettronica e strumento multifunzione, vendita per passaggio a potenza superiore, euro 20.000, tel. +39 0761/612036 - +39 338/9347188 - info@nauticafioro.it



Motore Honda 90 CV, 4 tempi iniezione, anno 2009, con solo 320 ore di moto, in ottime condizioni, euro 4.700, tel. +39 327/2027185



Motore Honda 90 CV a 4 tempi, carburatori, motore usato, tel. +39 059/468219 - www.montorsisport.com



Motore Honda coppia da 150 CV, con 1.150 ore di moto, vendo anche singolarmente, la coppia euro 8.500, tel. +39 329/4011283



Motore Honda BF6 usato, anno 2022, ottime condizioni, come nuovo, un anno di garanzia ufficiale Honda, euro 1.250, tel. +39 059/468219 - www.montorsisport.com



Motore Mercury F175 DS V6 L-XL. Rimotorizza ora la tua imbarcazione coi motori Mercury, e 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 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 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 DF9.9BRL EFI, pari al nuovo, 50 ore di moto, luglio 2023, guida remota con manetta laterale e avviamento elettrico, euro 2.300, tel. +39 0761/612036 - +39 338/9347188 - info@nauticafioro.it



Motore Mercury F2,5 MH, usato, anno 2017, ottime condizioni, euro 650, 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 1.500, tel. +39 388/1437890



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



Motore Mercury Avator 7.5E design lineare e contemporaneo. Grazie ai 750 watt di potenza prodotti dall'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 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 (Matera), euro 1.000 non trattabili, tel. +39 366/1464784



Motore Suzuki DF40 ARI usato, anno 2025, 24 ore di moto, pari al nuovo, incluso manetta strumenti system check, indicatore trim ed elica in alluminio, euro 4.990, tel. +39 0761/612036 - +39 338/9347188 - info@nauticafioro.it



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



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



Motore Yamaha 25/50 Top 700, ha girato solo in acqua dolce, 3 candele nuove ancora da montare, motore ancora montato sul gommone, valuto offerte, vis. Brescia, tel. +39 339/5272658



Moto d'acqua Yamaha FX SHO Turbo 1800, pochissime ore e sempre tagliandata e invernata correttamente. La vendo con il carrello compreso e gli accessori per navigare. Giubbotti, ancora e accessori vari, euro 9.500, tel. +39 328/9553550



Moto d'acqua Sea-Doo Spark 2UP, anno 2021. Ore d'uso 10, come nuova. Euro 6.900, tel. +39 035/4428144 Sig.Ra Lara/Gianpiera/Giulia - meghinox@meghinox.it



Moto d'acqua Yamaha Jet Ski 701 del 2001, perfetta, con motore appena tagliandato con fattura, provvista di carrello, euro 2.900, tel. +39 333/9517778



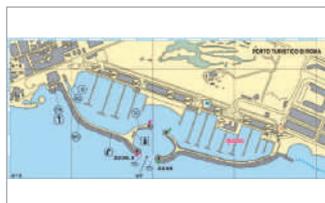
Olio per motore fuoribordo 4 tempi SAE 10w-30, sintetico, 4 litri, euro 53,85, tel. +39 0761/612036 - +39 338/9347188 - info@nauticafioro.it



Parabordo Majoni testa blu, varie misure, tel. +39 059/468219 - www.montorsisport.com



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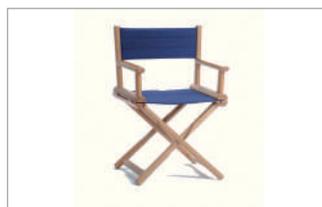
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