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DIGITAL ENGLISH VERSION

MONTHLY NAUTICAL INFORMATION MAGAZINE

# MONDO BARCA

## MARKET

### COVER

Ranieri International  
**CAYMAN 50.0  
HARD TOP**



**TEST**  
BWA GTO 328  
**FIRST LOOK**  
ITAMA 54

Best of Boats Award 2025

Interview with designer Fabio Fantolino

Accessories and Offshore Gear

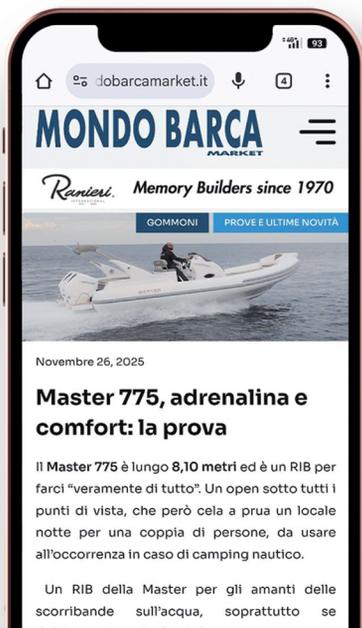
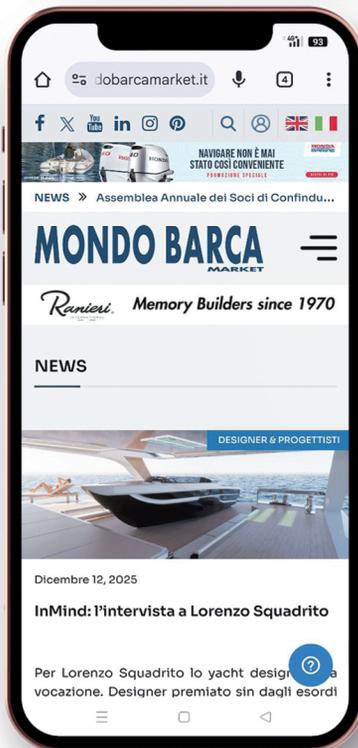
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Restructuring of the Customs and Monopolies Agency

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# SUMMARY

## SEA TRIAL AND LATEST NEWS

20 Itama 54

26 Ranieri International Cayman 50.0 Hard Top

34 BWA GTO 328

## FISHING INSIGHTS

44 Offshore gear and essential accessories

## BOAT TRIPS

48 Routes of Italy: the journey continues

## NEWS: BOOT DÜSSELDORF

54 Invictus TT460 Shell Edition:  
Fabio Rotella's reinterpretation

56 Greenline 42: total inside out versatility

57 Gozzo 48 Cabin: Sorrento tradition  
in a modern interpretation

58 Saxdor 460 GTC: the new flagship

60 MARCOPOLO launches its first models

60 Sunfinder 50 and 38:

the evolution of design according to AIATA

63 Sunseeker unveils the Manhattan 56:  
the allure of contemporary luxury

## TECHNIQUES AND TIPS

64 The bleeding of the Italian Flag

## LAWYER ON BOARD

66 Reorganization of the Italian customs and  
Monopolies Agency

68 Power of attorney issued by a foreign party



PASSIONI POSSIBILI

C28



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**DID YOU KNOW THAT...**  
**70** Curiosities from the sea world

**FOCUS**  
**72** Best of Boats Award 2025

**DESIGNERS AND NAVAL ARCHITECTS**  
**78** Interview with Fabio Fantolino

**TREND & LIFESTYLE**  
**84** CPRN: harmony between light and materiality

**CHEF ON BOARD**  
**86** Red mullet, lemon, capers, and almonds

**ADVERTISEMENTS**  
**90** Photo Listings - Motorboats  
**100** Photo Listings - Sailboats  
**104** Photo Listings - Charters  
**106** Photo Listings - RIBs  
**110** Photo Listings - Accessories, Engines, Instruments, Various  
**113** Ad Coupon  
**114** Subscriptions



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al, Ranieri  
ship of its  
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passes the Cayman  
—by 50 centime-  
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distinctive features,  
the large carbon-fiber  
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1,450 hp to 2,000 hp for  
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14.4-METER MAXI-RIB THAT COMBI-  
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ON BOARD, IT OFFERS EXCELLENT  
LIVEABILITY WITH GENEROUS SUN-  
BATHING AREAS AND A CABIN WITH  
FOUR BERTHS. ENGINE OPTIONS ARE  
EXTENSIVE, WITH POWER RATINGS  
OF UP TO 2,000 HP.**

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ustainable solutions.

**ON DECK**

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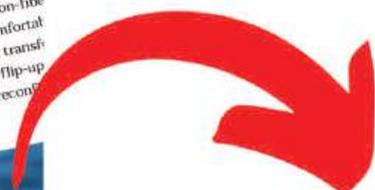
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DO BARCA MARKET |  
AL EN VERSION



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**CAYMAN 50.0  
HARD TOP**



**TEST**  
BWA GTO 328  
**VISTA PER VOI**  
ITAMA 54

Best of Boats Award 2025

Intervista al designer Fabio Fantolino

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Diario di bordo parte 2: il periplo d'Italia

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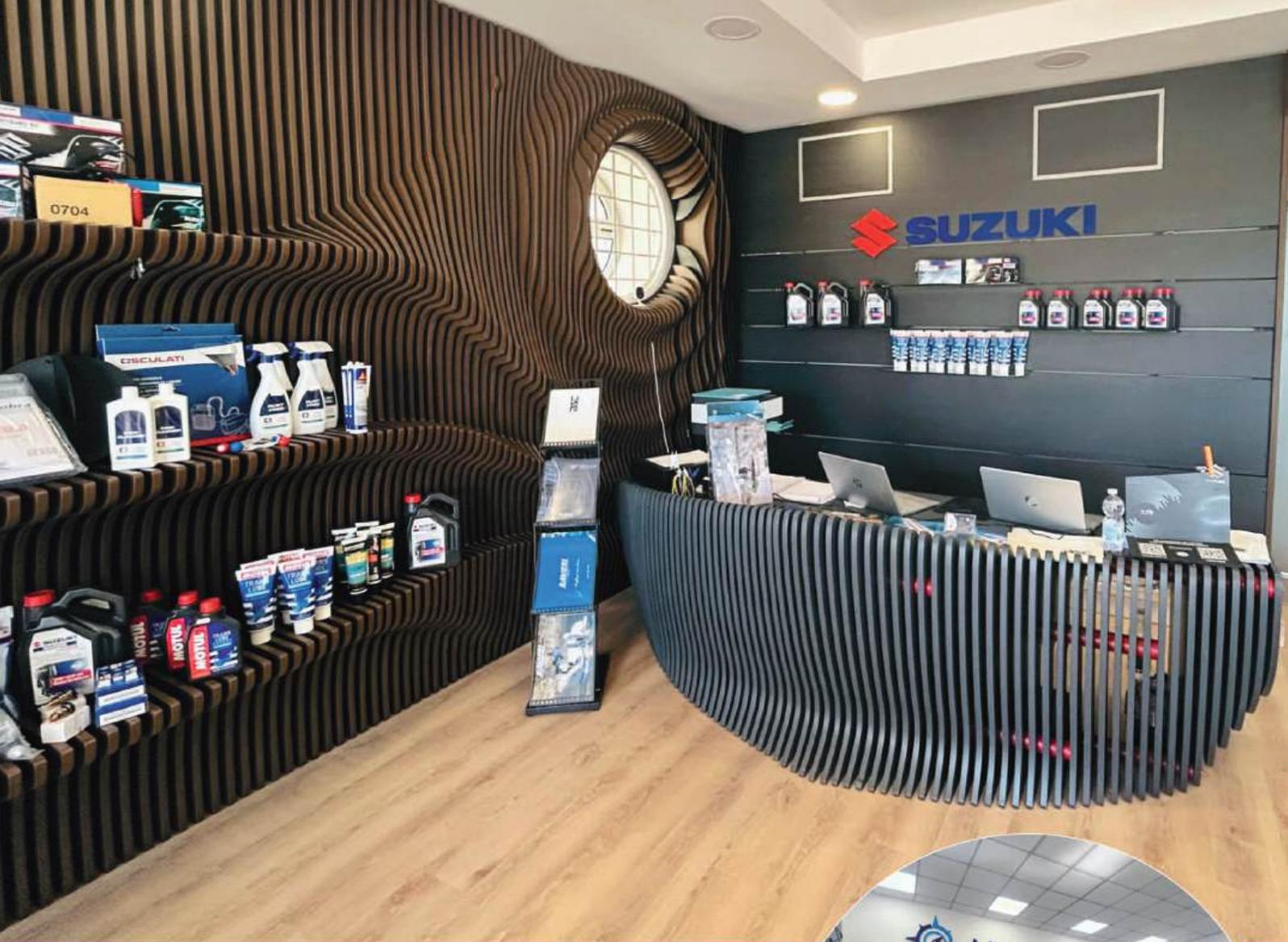


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# EDITORIAL



**J**anuary is never just another month. By tradition, it represents a moment of reflection and planning, the turning point where one chapter closes and another begins.

For the boating sector, the first issue of the year is also an opportunity to observe the market with greater clarity, analyze its dynamics, and attempt to outline future prospects.

2026 opens in a context of gradual normalization after years marked by profound changes. Today, the sector shows signs of maturity, with a more informed demand and an increasingly structured supply.

Shipyards are called upon to consolidate the results achieved, strengthening sustainable industrial models and medium- to long-term strategies. In this scenario, technological innovation, production efficiency, and attention to environmental aspects are essential factors for competitiveness. Specialized media thus have the task of providing reliable analytical tools, capable of supporting operators and enthusiasts in understanding a constantly evolving market.

This January issue aims to analyze the main trends in the sector, from new product offerings to the evolution of services.

From superyachts to recreational boating, from alternative propulsion systems to new materials, from services to refit, and the increasingly integrated theme of sustainability in industrial processes, the boating industry today faces concrete challenges and real opportunities.

The sea remains our reference point, but the economic and international context requires a clear and pragmatic perspective.

A central role, as every year, will be played by the boot Düsseldorf.

The German show confirms itself as the first major international event of the season and a privileged observatory to assess the health of global boating. In Düsseldorf, demand meets supply, industrial strategies are compared, and the guidelines shaping the market in the months ahead are anticipated.

We approach this event with attention and analytical spirit, aware of its importance for the entire sector. 2026 presents itself as a year of consolidation and strategic choices, in which the ability to correctly interpret the context will make all the difference.

With this first issue of the year, we once again commit to reporting on the sector with rigor, expertise, and continuity, guiding readers through a path of information and in-depth analysis.

Enjoy your reading!

A handwritten signature in black ink, appearing to read 'Ana Amici'.

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# ITAMA 54

THE ESSENCE OF THE OPEN CRUISER, REINVENTED

by Elisa Annesi



With the new Itama 54, Ferretti Group delivers a contemporary reinterpretation of its classic open cruiser, blending the power and purity of lines that made the brand famous with design and comfort solutions tailored for modern boating. This is not merely a facelift, but a completely new project, where Mediterranean elegance meets cutting-edge technology.



WATCH THE VIDEO



Premiering at the 2025 Cannes Yachting Festival, the 54-foot yacht marks Itama's return to the 50–59-foot segment, reaffirming the brand philosophy: living life at sea under open skies, with freedom and style.

With a length overall of 16.44 meters and a maximum beam of 4.73 meters, the Itama 54 was developed through a collaboration between the Ferretti Group Product Strategic Committee, chaired by Eng. Piero Ferrari, and the Group's Engineering Department.

The new model preserves the unmistakable Made in Italy elegance that has always defined the Itama range, while introducing new elements that modernize its image. Full-length side windows lighten the profile and

increase interior brightness, while the recessed forward sunpad enhances line continuity, emphasizing the hull's formal purity.

The windshield — long a signature feature of the brand — has been redesigned in full-height glass, giving the yacht an even more dynamic, sleek appearance.

#### **MAIN DECK: TWO COCKPITS, A NEW CONCEPT OF TOGETHERNESS**

The main deck is designed to offer generous, functional spaces that maximize outdoor living. The large aft sunpad — a true symbol of Itama tradition — conceals an 1,800-liter storage compartment, ideal for equipment and water toys.

The most significant innovation

is the dual-cockpit layout, introducing two separate yet interconnected living areas.

The aft cockpit, dedicated to socializing, features a table for relaxation and al fresco dining; the second, positioned closer to the windshield, offers a wind-protected zone, perfect while underway.

Two C-shaped sofas, joined by a transverse bench with a tilting backrest, can accommodate more than ten guests, transforming the entire main deck into a spacious open-air lounge.

Between the two areas is an integrated icebox, while on the port side a bar unit can be fitted with a sink, refrigerator, ice maker, and optional cooktop. A fixed sunshade which can be dismantled, allows the lounge

area to be used comfortably even under the midday sun.

The helm station, also positioned on the port side, features an ergonomic design with dual seating and a floating dashboard equipped with a Simrad system and twin 12" displays (expandable to 16").

Access to the bow, moved to the starboard side of the windshield, enhances deck usability and





keeps the companionway clear, facilitating passage to the lower deck.

### LOWER DECK: COMFORT AND FUNCTIONALITY BELOW

Below deck, the atmosphere is both welcoming and refined. The galley, located on the port side, is equipped with a sink, induction cooktop, and column refrigerator, with the option to add an oven and dishwasher. Opposite, the dinette provides a versatile space for meals or relaxation, illuminated by large side windows; it can be enhanced with a stowable folding table and a fully integrated 55" television.

The guest cabin, positioned midships, can be configured with a French bed or bunk beds and features a bathroom with dual access, also usable as a day head.

Forward, the master cabin impresses with generous volumes and natural light provided by side portholes and a skylight. The central double bed is flanked by large drawers and side closets, while the en suite bathroom offers all onboard comforts.

Interior furnishings emphasize warm, natural

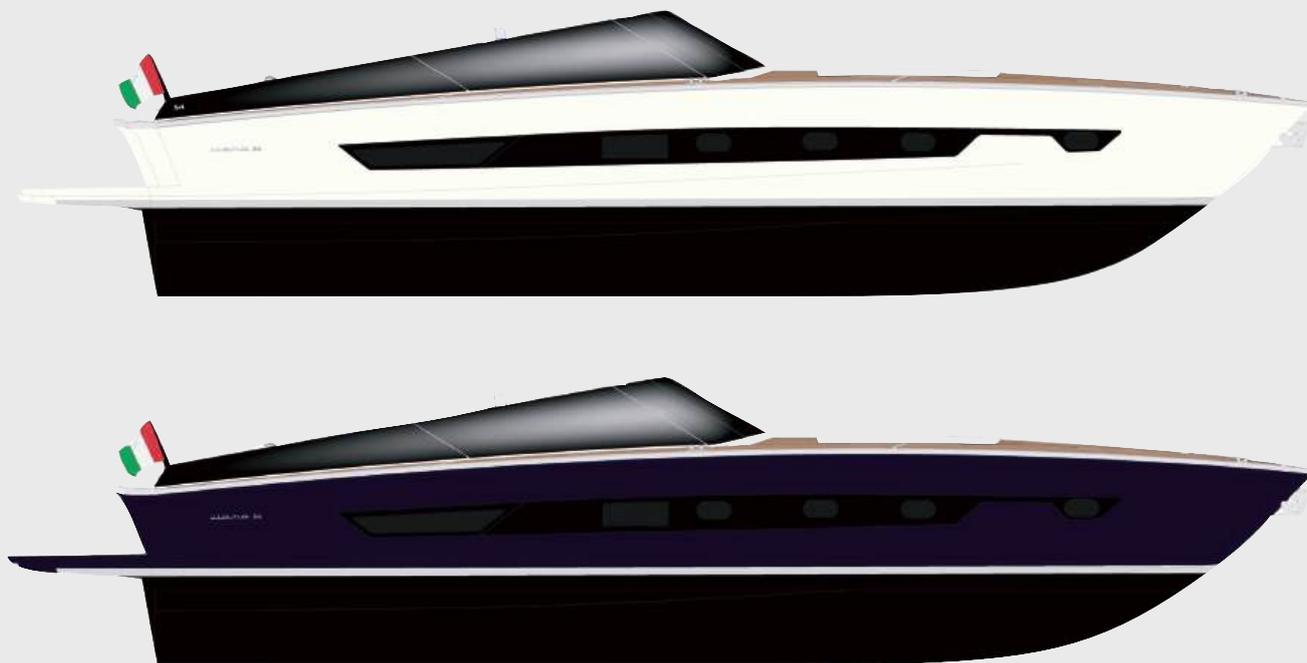
materials such as wood, leather, and textiles, enriched by contemporary details. Cabinet doors are trimmed with leather accents, while the white headliner features a metallic laminate strip that integrates recessed lights, creating a sense of depth and visual continuity.

### PERFORMANCE AND TECHNOLOGY

The Itama 54 is powered by a pair of MAN i6 engines, available in 730 hp or 850 hp versions. With standard engines, the yacht reaches a top speed of 33 knots, with a comfortable cruising speed of 28 knots; the optional configuration allows up to 37 knots top speed and 33 knots cruising (initial data).

Navigation is managed through DEMM-BCS electro-hydraulic steering, supported by Interceptor QUICK trim tabs, while the Seakeeper NG6 gyroscopic stabilizer — available on request — ensures maximum stability even at anchor.

# ITAMA 54



## TECHNICAL SPECIFICATIONS

|                                       |  |
|---------------------------------------|--|
| LOA                                   | 16.44 m  |
| Length on build                       | 15.21 m  |
| Waterline length (fully loaded)       | 13.25 m  |
| Beam overall                          | 4.73 m   |
| Draft under propellers (fully loaded) | 1.42 m   |
| Displacement (full load)              | 24.1 t   |
| Passenger capacity                    | 14   |
| Cabins                                | 2+1  |
| Standard engines                      | 2×MAN i6-730, 730 mhp /<br>537 kW at 2,300 rpm |
| Optional engines                      | 2×MAN i6-850, 850 mhp /<br>625 kW at 2,300 rpm |
| Top speed                             | 33 knots (std) / 37 knots (opt)                |
| Cruising speed                        | 28 knots (std) / 33 knots (opt)                |
| Fuel tank capacity                    | 2,500 L  |
| Water tank capacity                   | 450 L  |
| CE certification category             | B  |

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# RANIERI INTERNATIONAL CAYMAN 50.0 HARD TOP

XXL LIVABILITY WORTHY OF A TRUE FLAGSHIP





It is the largest model ever built by the Soverato-based yard. Taut lines, a double-stepped hull, and up to four outboards delivering as much as 2,000 horsepower: the new Cayman 50.0 Hard Top was conceived to offer high performance. Its generous proportions impress at first glance: with a length of 14.4 meters and a beam of 4.3 meters, this maxi-RIB delivers ample volumes and sophisticated modular solutions. Whether for long cruises or fast transfers, the real star remains onboard comfort.

At the Cannes Yachting Festival 2025, Ranieri International unveiled the new flagship of its Inflatable Boats range: the Cayman 50.0 Hard Top. With its 14.4-meter length, it is 50 centimeters longer than the Cayman 45.0 Cruiser, introduced in 2022.

From its predecessor, still among the yard's most appreciated models, the newcomer inherits the functional layout and several distinctive features, such as the glass windshield, the large carbon-fiber hard top, and the side deflectors. The profile becomes even more modern and streamlined, while the available power increases significantly: from the Cayman 45.0's maximum of 1,450 hp to the 2,000 hp of the new entry, with the option to install up to four outboards instead of three. The first unit, in particular, is equipped with four 400 hp Mercury Verado V10 engines in Cold Fusion White livery, a choice that underscores the sporty yet elegant character of this maxi-RIB.

This impressive powertrain is paired with a double-stepped hull, designed to ensure quick planing, stability even at high speeds, and optimized fuel efficiency. The hull is built in vinylester resin, a material that guarantees structural strength and durability, while the tubes — 68 centimeters in diameter — are made of ORCA neoprene Hypalon by Pennel & Flipo. The production process also incorporates recyclable components, reflecting the yard's commitment to more sustainable solutions.

### ON DECK

At first glance, the Cayman 50.0 Hard Top stands out for its generous proportions. The 4.3-meter beam, virtually constant along most of the hull length, ensures volumes well above the segment average, immediately conveying a sense of solidity and spaciousness.

We step aboard from the wide side platforms that frame the four Mercury outboards mounted on an aluminum bracket, from which a concealed electric passerelle extends. Despite the presence of the engine rigging tubes, the platform is broad and easy to use, thanks to careful ergonomic design.

A reboarding ladder with dual handholds is also provided.

The deck, finished in synthetic teak, is laid out on a single level to ensure comfort and safety when moving around onboard.

**THE CAYMAN 50.0 HARD TOP IS A 14.4-METER MAXI-RIB THAT COMBINES POWER AND COMFORT. THE CARBON-FIBER HARD TOP PROTECTS THE LIVING AREAS, WHICH FEATURE A WIDE RANGE OF MODULAR SOLUTIONS. ON BOARD, IT OFFERS EXCELLENT LIVABILITY WITH GENEROUS SUNPADS AND A CABIN ACCOMMODATING 4 BERTHS. ENGINE OPTIONS ARE EXTENSIVE, WITH POWER UP TO 2,000 HP.**





Two symmetrical side walkways, protected by high bulwarks, lead to the cockpit, which features a practical modular layout. At the center is an enormous sunpad, ideal for sunbathing.

On request, the area can be shaded by an optional awning (the standard configuration includes only the carbon-pole fittings along the bulwarks). A comfortable dinette has been created just aft of the sunpad, with two facing sofas and two electrically adjustable tables that can be lowered to seat height, transforming the living area into an additional large sunpad. The sofas feature flip-up backrests: the aft-facing one extends the sunpad surface, while the forward-facing one can be reconfigured as a forward-facing seat.

Great attention has been paid to storage spaces: electrically lifting the aft sunpad reveals a garage capable of



WATCH THE VIDEO



housing a tender up to 1.6 meters long. An additional compartment inside the garage conceals the generator and bilge pumps. Beneath the aft sofa, a large locker allows for the storage of equipment and access to batteries and electrical systems, while the forward sofa integrates a dedicated shelf for life rafts, keeping them always within easy reach.

The galley module, taking full advantage of the Cayman 50.0 Hard Top's generous beam, appears spacious and well equipped. Standard equipment includes an induction cooktop, a worktop, a sink, three cup holders, and two 70-liter refrigerators with brushed stainless-steel doors.

Optional extras include an electric grill, a third refrigerator, and an ice maker.

The entire area is sheltered by the carbon-fiber hard top, which incorporates truly functional solutions:

the shower control is hidden within the side supports, while the showerhead is elegantly integrated into the upper structure. Also mounted on the hard top is a camera facing aft and connected to the Simrad displays, facilitating maneuvers and enhancing safety during docking and mooring.

The helm station stands out for its ultra-technological design: three large Simrad displays allow real-time management of navigation instruments, on-board systems, and domotics.

Some primary controls are replicated on the steering wheel hub and activated via paddles, a solution uncommon in this category and particularly appreciated from an ergonomic standpoint.

A fourth auxiliary screen is positioned above, clearly visible to all guests.

The setup also includes a compass, a wireless smartphone charger, the windlass control with chain

counter, the onboard stereo system, VHF radio, throttle controls, and joystick.

The helm seat, especially wide, can accommodate up to four people, each able to adjust their position thanks to the independent bolster system.

The forward area is entirely dedi-

cated to relaxation and comfort. Two comfortable forward-facing chaise longues, seamlessly integrated into the deckhouse, provide a privileged spot both underway and at anchor.

Attention to detail is evident in the central armrest, cup holders, and side handrails.

The surface is fully cushioned, creating a large sunbathing area. By removing the upholstery at the extreme bow, a locker is revealed, discreetly housing the anchor windlass. The deck thus remains completely uncluttered, conveying a pleasant sense of cleanliness and order.





### BELOW DECK

We return to the helm station to access the cabin below deck. Opening the sliding door located to the left of the console, we descend four steps. At the entrance, a Simrad display allows immediate control of onboard domotics. Electrical systems management is handled by a dedicated panel featuring the innovative key card system — already adopted on the Cayman 33.0 Executive — which, much like in a hotel, activates the electricity once the card is inserted.

Below deck, a bright, open-plan space unfolds, rationally organized. Forward is the double berth, flanked by a dinette with a folding table that can be lowered to mattress level to extend the sleeping surface. Two side windows and two overhead portholes ensure natural light and ventilation. Aft lies the second sleeping area, separated by a curtain: two single berths that, with the addition of an extension, can quickly be joined to form a second double bed.

Both cabins offer a high level of comfort, with large TV screens, storage compartments, and cabinets along the hull sides. The bathroom, illuminated by LED lighting, features a separate shower, WC,

washbasin, support shelves, and a porthole, ensuring functionality and comfort even on longer cruises.

### OUR IMPRESSIONS

The Cayman 50.0 Hard Top confirms the technical and stylistic evolution of Ranieri International's Inflatable Boats range, combining high performance with generous spaces and modular solutions that make life onboard comfortable and versatile. The overall feeling is one of solidity and safety, paired with surprising comfort for a maxi-RIB of this size. The carbon-fiber hard top effectively protects the main areas without compromising the boat's lightness, while the interior layout reflects careful attention to detail and material selection. Whether for fast transfers to a mothership or multi-day cruises, the Cayman 50.0 Hard Top delivers a rare balance of performance, livability, and technical innovation. A mature, elegant, and versatile maxi-RIB, ready to assert itself in its category.

# RANIERI INTERNATIONAL CAYMAN 50.0 HARD TOP

## TECHNICAL SPECIFICATIONS

|                           |                 |
|---------------------------|-----------------|
| LOA                       | 14.40 m         |
| Interior length           | 13.20 m         |
| Beam overall              | 4.30 m          |
| Interior beam             | 2.95 m          |
| Tube diameter             | 0.68 cm         |
| Weight                    | 10 t            |
| Compartments              | 10              |
| Passenger capacity        | 16              |
| Berths                    | 4               |
| Engines                   | 3-4             |
| Engine shaft              | XXL             |
| Minimum power             | 1,050 HP        |
| Maximum power             | 2,000 HP        |
| Fuel tank capacity        | 1,450 L         |
| Water tank capacity       | 200 L           |
| CE certification category | B               |
| Starting price            | € 590,000 + VAT |

## EQUIPMENT

### STANDARD

Anchor and chain; aluminum bracket with integrated platforms and stainless-steel reboarding ladders; chain safety cable; stainless-steel anchor roller; complete exterior upholstery, UV-resistant and closed-cell waterproof; designer stern shower; double chaise longue with armrest; anchor locker and chain locker in molded liner; 12 V electric inflator; hard top with glass windshield and wiper; LED strip lighting in hard top; padded inserts on side bulwarks; stainless-steel sink with concealed faucet; courtesy light in aft locker; hangar compartment light; cockpit courtesy LED lighting; navigation lights; living-area handrails upholstered in eco-leather; deckhouse handrails upholstered in eco-leather; fiberglass bow fairlead; no. 2 50-liter drawer refrigerators; no. 12 cup holders; no. 2 concealed telescopic reboarding ladders; no. 4 living-area seats with bolsters; 2 mooring cleats; no. 6 retractable mooring cleats; no. 2 independent electrically telescopic aft tables; cockpit with synthetic teak; electric hangar door; convertible central sunpad; aft double sunpad with tilting headrests; forward sunpad; 110/220 V power outlet; HIS Gen III stepped hull; electric anchor windlass; Exclusive exterior upholstery; two-tone Arctic Grey tubes with smooth inserts; white gelcoat finish: hull, deck, deckhouse, aft living area, bow fairlead, garage hatch; SAND oak cabinetry with upholstered

countertop; dinette sofa in fabric convertible into a double berth; comfort double bed; no. 2 large side windows with curtains; no. 2 opening central windows with mosquito screens; no. 2 reading lights; USB outlet; walls with eco-leather panels; LED strips; telescopic cabin table; cabin furniture in SAND oak; electrical panel; 110/220 V power outlet; residual-current device panel; cabin access ladder with SAND oak steps; flush-mounted compass; color-matched painted dashboard; footrest; 12 V outlet; electro-hydraulic steering; Special Edition steering wheel; electric horn; wardrobe in SAND oak; no. 2 single berths convertible into a double bed; SAND oak flooring; open storage compartments in SAND oak; bathroom accessories; King Starboard shower grating; matte black glass washbasin with mixer; SAND oak vanity with black lacquered top; recessed ceiling-mounted rain showerhead and handheld shower with dual-outlet mixer; mirror; LED spotlights; electric marine WC with black water holding tank; hot/cold freshwater system with 200-liter tank and 25-liter hot water boiler; black water system with 120-liter tank equipped with discharge pump and dockside suction inlet; fuel system with 1,450-liter tank complete with blower; fire-fighting system with fire port; stereo system with 4 interior and 4 exterior speakers; no. 3 bilge pumps; main electrical panel; electro-actuated battery switches with manual emergency control.

### OPTIONAL

2 underwater lights; satellite antenna; carbon-fiber flag-pole; Simrad GPS autopilot; Emotion exterior shower; double fender; depth spotlight with console control; microwave oven with inverter; towing and mooring hooks; JL Audio upgrade (2 subwoofers, 2 towers, 2 amplifiers); gate kit; LED kit; style fender kit; anchor camera kit with wireless control for electric windlass; carbon-fiber passerelle; Halo 20 radar; MC2X10 electric stabilizer; smartphone holder with wireless charging; customized Hypalon tender complete with 2.5 HP outboard engine; Murano steering wheel.

## SHIPYARD

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88068 Soverato (CZ)

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# BWA GTO 328

NEXT GENERATION... AND WE'RE ALREADY AT THE EIGHTH!

by Luciano Pau



The GTO series by BWA represents the eighth generation of RIBs designed for sporty and family-oriented cruising, fully drawing on the shipyard's extensive experience in the RHIB sector, built up over more than 60 years on the market. Adding to this, the test of the new GTO 328 was carried out in combination with the equally new Honda Marine outboards — inline four-cylinder engines — and there you have it. How did it go? Let's find out together!



It feels like yesterday, yet more than 60 years have passed since, in the late 1950s, amid the postwar economic boom, a small company led by Walter Breventani began building inflatable boats. As was usual at the time, production focused on models with inflatable keels and rigid keels. No one was yet thinking about what are now commonly referred to as RHIBs — Rigid Hull Inflatable Boats. It was in the 1980s, with the arrival of William Breventani, Walter's son, that the BWA brand was born. The first projects featuring fiberglass hulls came straight after it, the forerunners of today's models, which — if we are honest — share little or nothing with their predecessors. Over time, the philosophy behind the inflatable boat has changed compared to the way it was conceived in the 1950s. From a spartan craft to be taken anywhere, it has evolved into a sophisticated boating platform that combines styling, performance, and comfort, both underway and for short or extended stays on board, depending on the model and, of course, individual needs. There are currently three product lines in the catalog —Flyer, Premium,

and GTO — alongside the Professional line marketed under the Marshall brand.

The sportiest range is the GTO. With this line, evolution has led BWA to its eighth generation of models, conceived for sport and family use, with particular attention paid to making everything you might want to do on board more comfortable. In numerology, the number 8 represents power and achievement, balance and strength, dynamism. But my test does not focus solely on this RHIB; it also takes into account the engines mounted on the transom. The boat is powered by a pair of Honda Marine's flagship L4 (inline four-cylinder) models, unveiled this year in Genoa after undergoing a series of updates, benefiting from electronic systems now available through the development of the brand's top-of-the-range engines (the BF350 and BF300 V8). Let's examine both in detail, starting with the outboards.

The BF150 L4 represents the highest output within Honda's family of mid-range inline four-cylinder engines.



Displacement is just over 2 liters; each of the four cylinders features four valves, two intake and two exhaust, for a total of 16 valves, managed by a double overhead camshaft (DOHC). The changes from previous versions, which already featured these power ratings, pertain to styling and electronics. The first thing that stands out is the look, inspired by the top-of-the-range models, featuring, albeit in a more restrained form than, for example, the V6 range, a central black band on the white livery (both Grand Prix White and Sporty White). A key innovation is the introduction of DBW, Drive by Wire, which replaces traditional mechanical cables for throttle and shift control, whether single or dual lever, with electronic signals.





# 3

## KEY STRENGTHS OF THE BWA GTO 328

### • **Optimized comfort**

Expanded spaces, dual relaxation areas, and a modular layout offering excellent onboard livability.

### • **Balanced performance**

Stable, fast hull with quick planing, efficient fuel consumption, and a top speed of up to 42 knots.

### • **Advanced technology**

New Honda L4 outboards with Drive by Wire, Cruise Control, and automatic trim and tilt systems.

Mechanical versions continue to be available in the catalog due to their enduring popularity. However, the modern alternative now offered eliminates the characteristic "clunk" associated with gear engagement and significantly enhances the speed and precision of command transmission to the engines. This improvement is especially beneficial during maneuvering.

With DBW in place, certain technologies previously reserved for the V8 models have also been adopted: Cruise Control, Trim Support, and the Automatic Tilt System. Cruise Control is the well-known automotive system that allows the boat to maintain a constant speed regardless of sea conditions. Trim Support acts as a piloting aid: by selecting one of three customizable settings, the system automatically delivers the optimal trim based on engine rpm or hull speed.

The final detail regards engine protection: an automatic system that limits engine lift while in port.

Two quick clicks on the dedicated button of the iST control (the intelligent console control) are all it takes to raise the engine just enough, without risking any damage.

As for fuel delivery, the PGM-FI electronic fuel injection system and VTECTM—Honda's variable valve lift control for optimal performance and sharp acceleration — remain unchanged.

The BLAST and EComo combination ensures strong low-end torque (and therefore quick planing), along with balanced fuel consumption within a specific rpm range, which we will look at shortly. Now let's move on to the GTO 328, which stands out for its modern livery and an interior layout focused on comfort.

This is a 32-footer (9.65 meters overall) designed for day cruising, with two relaxation areas located aft and bow.

The bow relaxation area is fixed and features removable cushions for the tubes, along with cushions covering three lockers for gear plus the compartment housing the electric windlass gypsy.

The aft area is modular, based on the classic space-optimizing U-shaped sofa, ideal for lunch or relaxation.

By adjusting the standard table to locker height, incorporating an additional cushion, and optionally folding the backrest further towards the engines, a spacious second sunpad is created.

All Elegance upholstery (standard) is made of closed-cell foam. There is a single enclosed compartment in this area, the beam-wise locker beneath the sofa, which houses wiring, piping, bat-

teries, and battery switches.

On the starboard aft side, a deliberately unobstructed passage facilitates boarding and disembarking via the XL-sized aft platforms, which extend beyond the engine outline. One of these conceals a fold-away, retractable swim ladder.

The cockpit sole, platforms, and bow sprit can be optionally finished—as on the test boat—with synthetic teak.

Still missing is the helm area.

The console is centrally positioned with right-hand steering. It features a protective tinted windshield, a large silk-screened dashboard capable of accommodating various instruments, a footrest, and a three-spoke steering wheel.

Standard equipment includes sin-

gle-engine hydraulic steering, but our test boat was fitted with the optional twin-engine system.

Sliding open the dark acrylic door on the left provides access to the interior. This space is set up as a changing room with sink and shower as standard, while the marine WC is optional.

At the front of the console there is a forward-facing bench seat for two.

Helmsman and co-helmsman share a single area on the central module, although visually it consists of two individual seats with armrests and flip-up front cushions. Below, a 42-liter stainless steel refrigerator is recessed, while aft, lifting the seat forward reveals a sink with an adjacent cutting board, which can optionally be replaced by a gas stove.





### SEA TRIAL

The hull of the GTO 328 is a high-performance design, featuring two sets of lifting strakes that do not run all the way to the bow but come into play during planing and in turns, providing additional support. The shipyard declares a minimum installable power of twin 115 hp and a maximum of twin 250 hp. With the test setup — twin 150 hp engines — we are right in the middle, and I am genuinely curious to see how it performs. The onboard load during the test consists of three people, approximately 120 liters of fuel, and standard safety equipment. We are on Lake Como, on the Garlate side, and weather conditions are excellent.

With the safety lanyard secured, I begin the first measurements at low rpm and note that ECOMo already engages at 2,000 rpm. To reach planing speed, another 700 rpm are required, and at 2,700 rpm — corresponding to 12.5 knots — the hull lifts cleanly onto plane. Instantaneous fuel consumption shown on the display reads 21 liters per hour total. Naturally, in the mid operating range, the four-cylinder engines are less lively than 200 or 250 hp V6s, and I have to wait until 4,000 rpm to see the GPS exceed 20 knots.

The exact figure is 23.2 knots, with total consumption of just 43.2 liters per hour.

A light push on the single lever — set in sync mode for convenience — brings rpm up to 4,400 and speed to 26 knots, with overall consumption at 47 liters per hour. I consider this the ideal condition for long-range cruising: a speed that is easy to manage safely,

a good cruising pace, and definitely modest fuel burn. I continue increasing rpm up to 4,800, at which point the ECOMo indicator switches off, showing that from here on consumption is entirely in the hands of the operator.

At 5,000 rpm speed is 33 knots; at 5,400 rpm it reaches 35 knots, which is the maximum achievable without using trim.

Time to bring trim into play — first at 21%, which immediately raises rpm to 5,500 and speed to 37.2 knots; then at 40%, pushing speed further to 39.9 knots; and finally at 50%, reaching 42 knots.

Fuel consumption? Naturally, outside ECOMo and at wide-open throttle, it increases along with speed. Consider that the total consumption was 105.6 liters per hour at 42 knots and 6,000 rpm, the result is pretty good. Another good reason to consider this intermediate power option, saving on both purchase price and running costs without sacrificing performance. Handling of this RHIB is entirely enjoyable, even though the water is almost flat.

Despite that, I progressively attempt tighter turns; a bit of air in the steering system slightly dulls responsiveness, but even in nearly full-circle turns there is no sign of ventilation. In straight-line running, the GTO 328 shows both its liveliness and its reassuring behavior.

It is always precise, easy to maneuver and never unsettled. The only wave-crossing test is “self-generated,” using the wake created by my own turns, but I realized I had already crossed them only after everything was over.

# BWA GTO 328

## TECHNICAL SPECIFICATIONS

|                           |                 |
|---------------------------|-----------------|
| Length overall            | 9.65 m          |
| Internal length           | 8.75 m          |
| Beam overall              | 3.55            |
| Tube diameter             | 0.65 m          |
| Passenger capacity        | 20              |
| Maximum power             | 2x250 HP        |
| Fuel tank                 | 540 L           |
| Hull weight (empty)       | circa 2,000 kg  |
| CE certification category | B               |
| Hull starting price       | € 104,000 + VAT |

## HONDA BF150 L4

|                               |   |
|-------------------------------|---|
| Technology                    | 4-stroke DOHC                                 |
| Power                         | 150 HP  |
| Cylinders                     | 4 inline – 16-valve VTEC                      |
| RPM range                     | 5,000 – 6,000 rpm                             |
| Displacement                  | 2,354 cc                                      |
| Bore x stroke                 | 87 x 99 mm                                    |
| Alternator                    | 12V 40 A                                      |
| Fuel system                   | PGM-FI (Programmed Electronic Fuel Injection) |
| Weight                        | 224 kg  |
| Gear ratio                    | 2.14:1  |
| Starting price (DBW version): |   |
|                               | € 20.169 – Aquamarine Silver                  |
|                               | € 20.469 – Grand Prix White                   |
|                               | € 20.769 – Sporty White                       |

## EQUIPMENT

### STANDARD

Compass with illumination; stainless steel mooring cleats; super heavy-duty hull; console with changing room, shower, and sink; dashboard for controls and instruments; stainless steel handrails on console; Elegance closed-cell cushions; 42 L drawer refrigerator; bow and aft lockers convertible to sunbeds; aft table leg and support; mooring hooks; complete electrical system; external sink and shower; interior cabin lights; navigation lights system; fiberglass bow sprit; electrical panel; integrated extra-long aft platforms; bilge pump; electric windlass with anchor and chain; forward-facing console seat; pilot and co-pilot seating; aft ladder and boarding handles; 540 L stainless steel fuel tank; water tank with pressure pump; aft table; Grey-White tubes; Fabric Impression Military upholstery.

### OPTIONAL

All-black stainless steel T-top; 7" or 9" GPS/eco plotter with stereo and horn; Synthetic Teak deck; electric WC with system; pistons (pair) for dual-piston steering kit; twin-engine preinstallation; roll-bar; custom tube color; gas stove..

## CONDITION ON TEST

|                            |                         |
|----------------------------|-------------------------|
| Location                   | Como Lake, Garlate (LC) |
| People on board            | 3                       |
| Weather and sea conditions | sunny, calm sea         |
| Fuel volume on board       | 120 L                   |
| Water volume on board      | 0 L                     |

### ENGINE

|           |  |
|-----------|--|
| Outboard  | 2 x Honda BF150                              |
| Propeller | 3-blade steel propeller, 14 3/4" x 19" pitch |

### CRUISING SPEED

**4.400** | **26** | **47**  
rpm | knots | l/h

## NAVIGATION DATA

| RPM   | SPEED<br>knots | TOT. CONSUM.<br>l/h | TRIM<br>% |
|-------|----------------|---------------------|-----------|
| 1,000 | 4.3            | 4.8                 | 0         |
| 1,500 | 5.6            | 7.2                 | 0         |
| 2,000 | 7.5            | 10.8                | 0         |
| 2,500 | 9              | 19.8                | 0         |
| 2,700 | 12.5           | 21                  | 0         |
| 3,000 | 13.5           | 24                  | 0         |
| 3,500 | 18.2           | 31.8                | 0         |
| 4,000 | 23.2           | 43.2                | 0         |
| 4,400 | 26             | 47                  | 0         |
| 4,500 | 29             | 58                  | 0         |
| 4,800 | 30.5           | 61                  | 0         |
| 5,000 | 33             | 81                  | 0         |
| 5,400 | 35             | 98                  | 0         |
| 5,500 | 37.2           | 102                 | 21        |
| 5,800 | 39,9           | 104                 | 40        |
| 6,000 | 42             | 105.6               | 50        |

\*ECOmo mode

## SHIPYARD

### RIBITALY S.R.L.

Via Solferino, 7

20121 Milano

www.bwa.it

ribitaly@ribitaly.com



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# OFFSHORE GEAR AND ESSENTIAL ACCESSORIES

by Davide Acone

When planning a fishing trip, it's easy to overlook the many small, or large, accessories that are often crucial to its success. Without them, we can find ourselves in tricky situations, some more predictable than others.

On a boat with a crew specialized in a particular fishing technique, there is usually an established organization where every essential accessory has its strategic place. This placement, honed over years of experience, aims both to optimize fishing time and to prevent awkward or dangerous situations. Offshore fishing is no exception, in fact, the margin for error is minimal. We are dealing with large fish, such as swordfish, which can easily unhook themselves, as well as tuna, which can be challenging to manage once they are alongside the boat. Every opportunity counts, especially given the high cost of this technique, largely due to significant fuel consumption. While each angler may have different preferences based on experience, we've put together a list of accessories we believe should never be missing on an offshore trolling trip, even if their importance is often underestimated.

### GLOVES

Unlike many fishing techniques, such as heavy spin-

ning or jigging, where gloves are thin to maintain sensitivity throughout the fight, offshore gloves should preferably be reinforced, especially in the palms and fingers.

Their primary use isn't just during the fight with the fish, but mainly for handling the catch once it reaches the fishing leader.

Offshore setups often use long fishing leaders, and the final retrieval is done manually, with the line wrapped around the hand. In the case of a billfish, once

alongside, the fish may also be grabbed by the bill if you plan to release it, allowing for safer handling overboard.

### KNIFE

A knife is a constant ally and companion, always handy in every situation.

There are countless types available, belt knives or box-stored knives, straight or serrated blades, notches for cutting lines, dagger or cutter points. Personally, I find folding knives extremely practical,



## ► FISHING INSIGHTS

easy to carry in a pocket or hooked to a belt loop, ensuring they're always within reach anywhere on the boat.

### FISHING PLIERS

When choosing pliers, comfort, ergonomics, and multiple functions are key: a tip for opening split rings and quickly swapping a treble hook on a minnow; a long nose for safely unhooking fish at a distance; a section for cutting wire leaders. Many pliers come with a sheath for belt attachment, keeping them readily accessible at all times.

### GAFF

One of the most common mistakes is assuming that once a fish is alongside and within gaff reach, the capture is guaranteed. In those critical moments, anything can happen, and the fish can still escape. Even worse if the gaff isn't within reach, or missing entirely,

forcing you to waste precious seconds waiting for a teammate. It's far better to have it always in the same, known location. Opt for a solid, one-piece gaff rather than telescopic models, preferably with a wide, fully steel curve for reliable performance.

### SUNGLASSES

Offshore days are long, and your gaze is mostly on the lures in the wake, only occasionally scanning the horizon for signs. Without good polarized sunglasses, it's almost impossible to avoid being blinded by sun reflections off the water or the boat's white deck, especially with the sun at your back.

No visor can replace a quality pair of glasses. Think of them as essential safety equipment for your eyes, protecting not only from sunlight but also from hazards like flying hooks, errant minnows, or a gaff swung in excitement onboard.

### FIGHTING BELT

Who hasn't had to battle a big fish without a fighting belt at least once?

I still remember a trip with friends when we had a triple strike of swordfish and, with only two belts onboard, one angler had to use a shoe as support on the rod.

While a belt may be optional for light tackle, once the rod leverage increases, it becomes essential.

Offshore belts don't need to be as high as those used in drifting; a standard waist belt is sufficient, allowing full rod movement even when the line is nearly horizontal and the fish is far from the boat.

### SAFETY LINES

Every rod used offshore should be secured with a safety line, anchored to a sturdy point on the boat at one end, and to the reel or a nearby fitting at the other.

For quick attachment and

### SPARE GAFF

Sometimes, due to a series of unlucky events, a single gaff might not be enough. Maybe the angler attempting to gaff the fish is inexperienced and lets it slip from their hands, or perhaps the tool isn't of top quality and breaks, or the fish is simply too large and needs to be gaffed twice to be brought onboard. In short, having only one gaff on board isn't the safest option: keeping a spare, even in a less visible location, could save a trip that would otherwise end empty-handed.



**OFFSHORE, EVERY DETAIL COUNTS: HAVING THE RIGHT GEAR WITHIN REACH MEANS SAFETY, ORGANIZATION, AND MORE EFFECTIVE CATCHES. FROM REINFORCED GLOVES TO SAFETY LINES, ALL THE WAY TO A READY-TO-USE LINE COUNTER, THE RIGHT EQUIPMENT REALLY MAKES ALL THE DIFFERENCE.**



release, the reel end can feature a small steel carabiner, or a simple loop knot can be used. The safety line should be long enough to allow the rod to be easily removed from the rod holder, positioned in the belt, and then detached when needed.

### **LINE COUNTERS**

It's unthinkable to start offshore trolling without a line counter. Trolling setups require precise distances between lines to prevent tangles during turns or wind shifts, and to ensure each lure works at the optimal position in the wake, maximizing fish strikes. Personally, I always keep a line counter within reach to adjust lure distances quickly and accurately at any moment.

### **BINOCULARS**

Although most of the time your eyes are on the lures, occasional scanning around the boat can reveal important signs: feeding fish, floating debris, current breaks, or other fishing boats. A good pair of binoculars at hand allows you to immediately assess whether what you spotted is

truly interesting or just a false alarm, without having to change course.

On some occasions, binoculars are also useful for monitoring surface lures without needing to retrieve them.

# ROUTES OF ITALY: THE JOURNEY CONTINUES

## MARCELLO AND NOEMI CARRY ON THEIR CIRCUMNAVIGATION

by Marcello Mainardi

We continue our adventure aboard *Magician III*, an Eolo Marine 590 Day, transformed into a floating little house. After the first miles from Varazze to Castiglione della Pescaia, we're ready to share the next chapter of this journey.



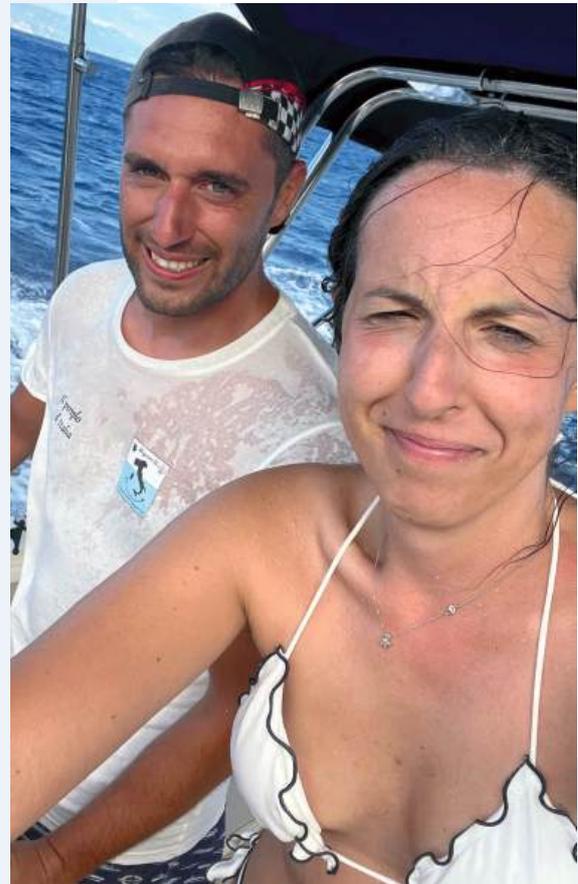
**FOURTH LEG****Departure:** 07/30/2025*Castiglione della Pescaia – Giglio Porto***Distance:** approx. 45 nautical miles**Average speed:** 10 kn**Weather:** sunny with gusts over 15 kn**Boarding:** 8:30 a.m.**Arrival:** 7:30 p.m.

We woke up around 8:00 a.m., and after breakfast, enjoying some excellent homemade cookies prepared by Noemi, we left the Porto Canale of Castiglione della Pescaia and headed for Cala del Forno, where we anchored for a nice morning swim. However, a breeze began to rise, so we decided to lift anchor and make our way toward Porto Santo Stefano.

During the passage, we heard a mayday call on the VHF radio, the first time this had happened to us, coming from Talamone, very close to our location. The distress call had been issued by a recreational boater assisting a woman in a state of panic because she could not find her husband, convinced that he had disappeared into the water. The Coast Guard's response was immediate, and a patrol boat nearby was already heading to the coordinates provided. After about ten minutes, the Coast Guard, again via radio, fortunately cancelled the alarm, as the woman's husband had simply swum to a friend's boat anchored nearby. Upon reaching Porto Santo Stefano, we found the fuel station closed for lunch, so we moored at its dock, and Noemi took the opportunity to go shopping at the nearby mini-market to stock our small pantry.

Despite the nearly empty fuel tank (with three reserve jerry cans stored in the locker), we set off again for the Island of Giglio, transferring one of the jerry cans since the station would not reopen before 4:00 p.m.

We then reached Cala Smeraldo, on the Island of Giglio, where we anchored. Here, we spent several hours relaxing, snorkeling, and especially studying the next stages, including the meteorological situation. In the afternoon, the wind strengthened further, and the air grew cooler.



Around 5:30 p.m., we decided to head toward Giglio Porto, but it was fully occupied, and the dock attendants told us to wait until 7:00 p.m. to see if a spot would become available. This situation caused us a bit of anxiety because returning to Porto Santo Stefano, with the weather worsening, would not have been pleasant. While waiting, we anchored in a small nearby cove and, to save time, took a shower using our onboard deck shower. Around 7:00 p.m., we returned to the port, and to our relief, a berth was finally assigned to us. We concluded the evening with a stroll around the iconic Island of Giglio, dining at a lovely restaurant overlooking the port and meeting an old friend who happened to be vacationing there. Finally, after dinner, using the convenient shuttle bus service, we reached the island's castle, where we enjoyed a breathtaking view.

*Logbook: Part 2*

**FIFTH LEG**

**Departure:** 07/31/2025

Giglio Porto – Tiber River

**Distance:** approx. 65 nautical miles

**Average speed:** 18 knots

**Weather:** sunny, wind < 10 knots

**Boarding:** 9:40 a.m.

**Arrival** at Tiber River 5:00 p.m.

After refueling, we left Giglio and began our passage, heading directly toward Fiumicino, maintaining a straight line far from the coast, following as closely as possible the route indicated by Navionics.

During the first hours of navigation, the sea was calm, allowing us to maintain a cruising speed of around 20 knots, it was a real pleasure.

In about three hours, we reached Ladispoli, where we anchored in front of its beautiful castle.

Here, we had lunch with fresh fruit and vegetables (our meals are generally quite light).

Notably, we do not use coolers; over the years, we have found that storing water, fruit, and vegetables in the locker under the aft sunpad keeps everything perfectly fresh even in 35-degree heat.

Our stop ended when we noticed the anchor pulling on the seabed, a sign that the sea was becoming rougher and the wind stronger.

We weighed anchor and resumed navigation, eventually arriving at Fiumicino.

We entered the Tiber with a sense of pride, having reached a first great milestone: arriving in our beloved Capital! Entering the Tiber was slightly tricky due to high waves, which completely disappeared once inside. We temporarily moored at a free dock near the area used by large fishing vessels and contacted our friend Manuel from Astaron Marine, Eolo Marine’s dealer in Rome. He explained how to reach the “river marina” where we would be hosted. Following his directions, we passed the Isola Sacra of the Tiber and arrived at our berth.

Unfortunately, there was little around the river marina, apart from a tennis court and a riding stable. We would have liked to reach the center of Rome, but it would have been complicated.



The Magician III on the Tiber.

We took a shower on the beach area of the Magician and then prepared a delicious dinner on board. We concluded the evening with a pleasant stroll in this small oasis of tranquility and, before going to bed, played a couple of games of briscola and chess on our magnetic board.

**SIXTH LEG**

**Departure:** 08/01/2025

Tiber River – Marina di Nettuno

**Distance:** 30 nautical miles

**Average speed:** 16 knots

**Weather:** sunny

**Boarding:** 10:00 a.m.

**Arrival** at Marina di Nettuno 2:00 p.m.

After a restorative night, we calmly left our berth after 9:00 a.m. This morning, too, we sailed with no wind and nearly calm seas.

In two hours, we easily reached Anzio and then Marina di Nettuno. Before entering the port, we



In eternal Rome.



Island of Ischia Castle.

anchored nearby for lunch, next to a very quiet, deserted beach.

By 2:00 p.m., we were already at the marina, planning to reach the nearby train station to finally visit Rome.

It had been many years since I last saw the Eternal City, and returning was a truly emotional experience. We spent a wonderful afternoon among the extraordinary beauties of Rome and then had dinner in Trastevere. Around 9:00 p.m., our friend Manuel picked us up by car and drove us back to Marina di Nettuno, hosted in Lorenzo's berth at Happy Sailing, which provides charter rental services.

### SEVENTH LEG

**Departure:** 08/02/2025

Marina di Nettuno –  
Baia (Bacoli)

**Distance:** 80 nautical miles

**Average speed:** 18 knots

**Weather:** sunny, wind < 3 knots

**Boarding:** 8:30 a.m.

**Arrival** at Baia 5:00 p.m.

We left Marina di Nettuno,

crossed the Gulf of Gaeta in a straight line, and in about four hours reached the island of Procida, anchoring at Ciraccio beach. Here, Noemi began to feel unwell, likely due to sun exposure.

Fever, nausea, and fatigue forced her to retire to the cabin to rest.

I, instead, after a refreshing swim, contacted Michelangelo, a family friend who owns a diving center (SeaWorld) and several docks in Baia, in the municipality of Bacoli.

We headed toward Michelangelo's docks, and upon arrival, after a warm greeting, we gave the boat a thorough wash to remove all the salt.

Baia is a district in Bacoli, famous for the remains of the ancient city, perfectly preserved.

Part of it is submerged underwater, and it is possible to explore it through Michelangelo's diving center, the "SeaWorld", a unique and thrilling experience that I highly recommend to anyone

have the chance.

We ended the day with dinner at the nearby Philopolis restaurant, run by Michelangelo's wife, enjoying a delicious menu of fresh, daily-caught fish.

The next day, August 3, we allowed ourselves some rest and reached the island of Ischia, anchoring beneath the castle.

Many areas between Bacoli, Ischia, and Procida are regulated and subject to restrictions, being part of the Neptune Kingdom Marine Protected Areas; therefore, registration is required through the dedicated app that you can download on your phone.

In the afternoon, we returned to Michelangelo's docks.

Noemi, still not fully recovered, had to leave to go home for work reasons for three days.

A taxi took her to Naples airport, while I stayed in Baia at Michelangelo's.

In the meantime, I enjoyed exploring this magnificent area by land and sea. I concluded the evening, unfortunately



The Magician III beneath the Faraglioni.



Positano from above: a tapestry of colors and stairways.

without Noemi, with another excellent dinner at Philopolis. Over the next three days, I thoroughly circumnavigated Ischia and Procida, going ashore for walks, cruising along the Gulf of Pozzuoli, reaching Castellammare di Stabia, and finally visiting Pompeii (where I had never been). One afternoon is clearly not enough to fully appreciate the archaeological site, but it was still an incredible journey back in time. On the 6th of August in the evening, after visiting Pompeii, I finally reunited with Noemi in Baia, and after this forced four-day stop, nothing would stop our tour of Italy.

**EIGHTH LEG**

**Departure:** 08/07/2025

*Baia (Bacoli) – Positano (mooring buoys)*

**Distance:** 41 nautical miles

**Average speed:** 18 knots

**Weather:** sunny, wind > 5 knots

**Boarding:** 11:30 a.m.

**Arrival at Positano** 3:30 p.m.

Michelangelo arranged a diving excursion in the Baia Marine Archaeological Protected Area. We were accompanied by the instructor Alessandro, who was excellent and professional. After theoretical and practical explanations, we began the 45-minute dive, admiring the submerged ruins of the ancient city of Baia. We could observe the remains of what were once

homes, with perfectly preserved mosaics, the outlines of walls, stairways, and columns, essentially an underwater Pompeii.

It was a magnificent experience, and contrary to what I expected, as usually I 'm not entirely comfortable in the water, I fully enjoyed it with calmness and ease.

Who knows, maybe I will want to get at least a basic diving certificate in the future!

Around lunchtime, we said goodbye to Baia and Michelangelo, thanking him for the exceptional hospitality, and headed toward the island of Capri.

Approaching Capri, we immediately noticed the beauty of the water and the towering cliffs, with striking striations and caves carved into the rock. We reached the famous Faraglioni and took stunning photos.

The waters around Capri were busy with boats, creating movement even in the absence of wind. After visiting the Faraglioni, we set course for Positano, reaching the mooring buoys in front of the town.

We washed up and went ashore for a stroll in Positano, one of the most charming and characteristic towns.

Positano welcomed us with its colors and lights, but the route already called Magician III toward new adventures.

Which seas, encounters, and surprises await us next? You will find out in the next issue of Mondo Barca Market.

Logbook: Part 2



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## INVICTUS TT460 SHELL EDITION: FABIO ROTELLA'S REINTERPRETATION

Invictus Yacht is unveiling the TT460 Shell Edition at boot Düsseldorf, a stylistic and technological evolution of the flagship designed by Christian Grande. Already a bestseller for the Aschenez-based shipyard, the model now becomes the platform of choice to introduce the brand's new aesthetic direction, thanks to the intervention of designer Fabio Rotella and the contribution of Atelier Invictus. "This is my first real encounter with yachting, which until now I had experienced purely as a passion," said Fabio Rotella. "I see the boat as a mediator for experiencing nature. Hence the name Shell Edition, a metaphor for the boat which, like a seashell in the water, welcomes, protects, and envelops. At a time when yacht design increasingly tends to replicate the styles of domestic living, losing sight of the true essence of the sea, I choose a different course: I do not see the boat as a floating home, but as a living organism that breathes with the water, dialogues with the wind, and allows itself to be permeated by light". The Shell Edition stands out for a profound revision of the interiors and selected exterior areas, with the aim of creating a contemporary, sustainable, and sensory design language. Rotella integrates innovative materials, natural finishes, dedicated accessories, and a carefully studied lighting concept, orienting

the entire project toward a naturalistic aesthetic: essential yet sophisticated, refined without excess, conceived to reconnect the owner with the marine environment. The most significant innovation is the introduction, for the first time on the TT460, of lightweight structural honeycomb panels in the lower deck. This recycled, lightweight, and unsinkable material, finished with natural wood veneers, allows for a 20% reduction in structural weight. The result is lower fuel consumption and improved overall efficiency, with an impressive reduced environmental impact. The entire project is the outcome of collaboration with a network of specialized artisans and suppliers selected by Atelier Invictus, the shipyard's creative hub. This is where customization solutions take shape, ranging from 17 exterior color options to multiple upholstery combinations, up to the redefinition of interior spaces within structural constraints. The Sustainability and Innovation division ensures the integration of eco-compatible materials and advanced technologies, delivering an authentic, comfortable cruising experience that deeply respects the nature.

**INVICTUS YACHT**

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**ADVENTURE ON** *Water*

# GREENLINE 42: TOTAL INSIDE OUT VERSATILITY

The new Greenline 42 will make its world debut in January at boot Düsseldorf. This 42-footer introduces higher performance, greater energy efficiency, and an unprecedented level of customization within the Slovenian yard's range.

The optimized hull form enables a top speed of 25 knots and can be paired with the H-Drive 6G, the latest-generation hybrid system that ensures silent maneuvers and reduced consumption.

Ten solar panels generate up to 4.3 kW, powering onboard services and accelerating battery recharging.

The exterior layout offers outstanding versatility, with a modular cockpit, while the forward sunpad creates an elegant and functional social area.

Interiors by Marco Casali offer two aesthetic moods and extensive choices for cabins, furnishings, and equipment. According to CEO Vladimir Zinchenko, the Greenline 42 represents the synthesis of the brand's experience: a model that combines speed, sustainability, and intelligent design in a semi-custom platform.



## GREENLINE YACHTS

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## GOZZO 48 CABIN: : SORRENTO TRADITION IN A MODERN INTERPRETATION

The Gozzo 48 Cabin represents the latest evolution of the traditional Sorrento gozzo, reinterpreted by Apremare. The project stems from collaboration with professionals long established within the brand's stylistic and technical path: Marco Casali is responsible for exterior and interior design, while naval engineering is handled by Umberto Tagliavini together with the in-house Technical Office. Ensuring consistency with the brand's identity is the creative supervision of Cataldo Aprea, founder and President of the company, who continues to guide the evolutionary line of the models while keeping the values of tradition firmly intact. Conceived for medium- and long-range cruising, the Gozzo 48 Cabin offers generous volumes and flexible configurations, with the option of two or three cabins. The goal is to maximize onboard comfort without sacrificing the Mediterranean character that has always distinguished Apremare's production. The layout prioritizes livability, while the style blends contemporary solutions with classic references, highlighting the timeless philosophy of the



gozzo. The presence of the new flagship in Düsseldorf underscores the shipyard's path of international growth. While maintaining a strong bond with Sorrento's nautical tradition, Apremare continues to innovate and expand its presence in foreign markets, bringing Made in Italy excellence to one of the industry's most influential boat shows.

**APREMAMRE**

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



## SAXDOR 460 GTC: THE NEW FLAGSHIP

The Saxdor 460 GTC represents the largest model ever built by Finnish yard Saxdor Yachts, marking the company's entry into the 45–50 foot segment. Saxdor thus consolidates its distinctive design language, based on bold lines, optimized space management, and high performance, while integrating generous interior volumes and a strong focus on onboard comfort.

The exterior design of the 460 GTC combines harmonious proportions — 14.00 meters in length and 3.60 meters in beam — with a contemporary profile, giving the boat an elegant and instantly recognizable presence.

The enclosed wheelhouse, designed to ensure comfortable use in all seasons, opens onto the aft deck, creating a natural flow between the salon and the outdoor area. This solution enhances the concept of continuity between interior and exterior spaces, promoting conviviality and practicality both underway and at anchor. The onboard layout is aimed at maximizing usability: the modular aft cockpit and the opening wheelhouse allow the environment to be quickly adapted to weather conditions and guests' needs. Fold-down side terraces further expand the usable deck area, facilitating seamless transitions

between the interior and the deck.

The interiors are conceived to deliver superior comfort, with spacious, well-lit environments. Although final details regarding the lower-deck layout have not yet been released, the project anticipates generous volumes for cabins as well as dedicated functional areas for bathrooms and relaxation.

From a technical standpoint, the 460 GTC retains the performance traits typical of Saxdor models, striking a balance between sporty handling and stability. Power options can reach up to 1,200 hp, generally with triple Mercury Verado outboards in the most performance-oriented configuration, ensuring excellent cruising performance.

With the 460 GTC, Saxdor confirms its expansion strategy into the larger-yacht segment: the opening of the new production facility in Larsmo, Finland, in 2025 strengthens the manufacturing capacity required to build models in this range.

The world premiere is scheduled for boot Düsseldorf 2026.

**SAXDOR YACHTS**

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

# RANIERI

by Antonio Ranieri



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## MARCOPOLO LAUNCHES ITS FIRST MODELS

MARCOPOLO is born: the new Italian adventure yacht brand, driven by the experience of Rosario Alcaro, will make its debut at boot Düsseldorf 2026 with its first two models, the MP10 and MP12, already in the final stages of construction. Designed by Roberto Delfanti Design Lab and built by the Sicilian 3AF Shipyard, the yachts stand out for a bold military-inspired look that combines robustness, safety, and a distinctly Made in Italy aesthetic.

The new boats adopt exclusively outboard propulsion and innovative construction materials, some of which have never before been used in yachting. Hulls engineered to tackle all weather

and sea conditions, transformable solutions, and generous volumes ensure comfort and versatility, with open or cruiser layouts conceived to suit every market, from the Mediterranean to Northern Europe. MARCOPOLO thus puts forward a vision of boating in which engineering, adventure, and design excellence converge in a completely new concept.



### MARCOPOLO ADVENTURE YACHTS

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

## SUNFINDER 50 AND 38: THE EVOLUTION OF DESIGN ACCORDING TO AIATA



AIATA unveils the new Sunfinder line in a world premiere at Düsseldorf, developed in collaboration with Jarkko Jämsén and Navia Design Studio. Conceived to deliver a distinctive style and a high degree of versatility for today's boaters, the new Sunfinder 50 evolves the fast family boat concept through an optimized hull, well-balanced volumes, and an expanded deck. Cleaner lines and carefully studied geometry enhance stability and control, while features such as the large wet bar, an additional cabin, and a separate bathroom increase comfort and livability.

The Sunfinder 38 offers an open-deck layout that emphasizes lightness, modularity, and a strong lifestyle appeal, thanks to open surfaces and configurable solutions designed for different uses, from dynamic day cruising to family outings.

### AIATA

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# SUNSEEKER UNVEILS THE MANHATTAN 56: THE ALLURE OF CONTEMPORARY LUXURY

The Sunseeker Manhattan 56 marks the beginning of an important new chapter for the British shipyard, reinterpreting in a modern key a model that made yachting history in the 1980s. The direct heir to the legendary Manhattan 55 — widely regarded as one of the most successful 50-footers ever for style, livability, and versatility — the Manhattan 56 carries forward the same design philosophy, now enhanced by new technologies, improved ergonomics, and a more contemporary design language.

At 17 meters in length, the new model stands out for its elegant, harmonious lines, with a spacious flybridge that elevates outdoor living.

Large glazed surfaces ensure abundant natural light throughout, creating a warm and welcoming atmosphere. The interior layout favors conviviality, with an open and functional living area, while the cabins provide comfort and privacy even during extended cruising.

Conceived for owners seeking a boat that can be managed independently yet offers the features of a larger yacht, the Manhattan 56 combines dynamic performance with surprising ease of handling. Attention to detail is evident in every choice of materials and finishes, fully aligned with Sunseeker's tradition.

The highly anticipated world debut will take place at boot Düsseldorf 2026, an unmissable occasion for enthusiasts and industry professionals alike, who will have the opportunity to experience firsthand the latest evolution of an icon of international yachting.



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# THE BLEEDING OF THE ITALIAN FLAG

## CANCELLATIONS CONTINUE, CAUGHT BETWEEN LACK OF COMPETITIVENESS AND THE QUALITY OF THE NATIONAL REGISTER

by Marine Surveyor Daniele Motta

By now, the critical condition affecting our national ship register is out in the open (even to non-specialists, it should be noted). The figures clearly reveal striking numbers and percentages, particularly when it comes to deletions. It is crucial to note that this data originates not from sources with vested interests, but from “Il diporto nautico in Italia 2024”, one of the official publications of the Ministry of Infrastructure and Transport (Statistics Office).

Within these figures and statistics, a 256% increase in cancellations from the Italian register over a five-year period has emerged, with peaks attributable to the 2022–2023 timeframe and an annual range fluctuating between 3,500 and 3,800 units. Numbers that are certainly not negligible for a country that would like to be — or believes itself to be — deeply maritime in vocation. As for new registrations, the picture is unfortunately far from encouraging: these recorded a negative percentage of –76% between 2019 and 2024.

Data which, when compared with the continued growth rates of the national shipbuilding industry, posting a +3% increase in 2024 alone compared to the previous year, with annual revenues reaching €8.6 billion —

could on their own suggest that the problem does not lie in the market itself, but rather in the technical and administrative framework. A framework that, to the benefit of certain owners (and sometimes to the clear detriment of the national supply chain and the public treasury alike), is often sidestepped altogether, fueling a phenomenon better known in maritime economics as “flagging out”.

### THE COMPETITION FROM EUROPEAN AND FOREIGN REGISTERS

As mentioned above, this is one of the typical features that has long characterized the shipowning world, whether in commercial shipping or yachting, where owners have always been able to find, elsewhere and under different jurisdictions, virtually any solution suited to their needs. There are, in fact, registers (or flags) “specialized” in administrative and bureaucratic efficiency, in commercial operation, in deregulation, or in the most basic cost advantages; and the list could go on, as alternatives, so to speak, are available for everyone. From this perspective, not only in shipping but also in yachting, and now for decades, many countries—more or less genuinely maritime-oriented, have entered

the international arena, ready to seize the moment and build business around the registration of merchant and pleasure vessels. Examples of registers and their various specializations, or if you will, their “vocational focus,” have existed and still exist today, particularly in Europe.

Among the short-lived phenomena, we witnessed the rise and dramatic decline of the Dutch and Belgian flags in the early 2010s, followed more recently by the emergence of the Polish flag, now a familiar presence in many European ports, especially in pure leisure boating and in specific segments of vessels and craft. Within the European register landscape, there is no shortage of long-standing presences, but also of successful relaunches and revivals, such as the French, Maltese, and British registers. Each, with its own particularities, has long been regarded as an international benchmark for vessel registration.

All of these administrative realities have, historically and to varying degrees, represented not only competition for registers like ours, but also — as noted so far — multifaceted solutions for every type of shipowner. At the same time, they reflect a form of practical, proactive intelligence, ready to collect not mere lefto-

**MARINE SURVEYOR DANIELE MOTTA**

Marine Surveyor, Consultant, and Maritime Broker, recognized by major national and international organizations and institutions such as SCMS, FEMAS, AIPAM (of which he is the current President), and the Register of Experts and Surveyors. Appointed as Average Adjuster for the main national insurance companies, he also carries out surveying and professional activities with a particular focus on commercial yachting, shipping, and consultancy related to the operation and management of naval units. Actively involved in nautical dissemination since 2015, he contributed to the publication “The Reform of Recreational Boating” and collaborated with various specialized boating magazines. As a lecturer and trainer, he has conducted various courses and seminars dedicated to the maritime cluster. He currently works as a freelancer under his own brand, better known as Marine Consultants & Surveyor ([www.perizienavali.it](http://www.perizienavali.it)).



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

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vers, but substantial fleets, with significant economic returns first and foremost for state coffers, and secondly for the subordinate industries that legitimately revolve around these activities.

### **A REFORM, NOT MERELY REGULATORY, THAT HAS NEVER MATERIALIZED**

For decades now, trade associations large and small, along with parts of the public administration and a segment of the intellectual community, have periodically put forward proposals aimed at reforming and enhancing the competitiveness of our register. Some limited national attempts have certainly been made in this direction, especially after the last sector crisis triggered at the end of 2008. However, between implementing decrees that were never issued, regulatory ambiguity, and above all the absence of a true structural reform (perhaps one of the few truly deserving of that overused term), very little has objectively and qualitatively come to fruition — much to our regret, as Italians. This is particularly evident when comparing hard data with what, elsewhere, is clearly being done effectively. And yet, on closer inspection, relatively little would be needed to reverse these bleak trends, considering that in terms of market size and numbers, vessels, shipbuilding industry, professional expertise, and supporting industries, our country is, with due and careful qualifications, potentially well equipped. The right and well-calibrated mix required to achieve an excellent result, one that could bring our register up to the level of others that are equally histo-



ric and prestigious, cannot, however, disregard a genuine understanding of maritime economic dynamics, nor the ability and quality needed to combine and improve upon what others have clearly demonstrated they know how to do better.

The outcome, as I have been writing for more than a decade, is constantly and consistently within our reach. But without a serious commitment to doing things properly, the result will inevitably be the same: masochistically allowing a treasure we already possess to be taken away, and then being forced to reckon with data and statistics of this kind.

# REORGANIZATION OF THE ITALIAN CUSTOMS AND MONOPOLIES AGENCY

by Attorneys Massimo Fabio and Giulia Ripa

As of November 1, 2025, organizational changes to the offices of the Italian Customs and Monopolies Agency (ADM) came into effect, implemented in collaboration with Sogei, the Administration's technological partner.



**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?***

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During the previous experimental phase, the Emilia-Romagna and Marche Territorial Directorate had been designated as the pilot structure for the launch of the territorial reform and for testing the technological platform, in order to assess its suitability for the new organizational framework. This choice was motivated by the management's interregional competence and its oversight role over a territory particularly complex from a logistical standpoint. The national-scale intervention involved the evolution of approximately 300 IT applications, the revision and updating of the coding for 791 territorial structures of the Agency (ADM local offices under the Territorial Directorates and their sub-units), and the reallocation of 8,565 employees into the new organizational centers, with the objective of ensuring full operational continuity of the information systems.



Specifically, the following were redefined:

- The structures of the Territorial Directorates, the offices of the Territorial Directorates, and the ADM local offices;
- The scopes of competence of the offices of the Territorial Directorates, ADM local offices, Territorial Areas, Local Detachments, Territorial Units, and Local Units;
- The organizational arrangements of the Territorial Directorates;
- The territorial responsibilities for ADM local offices, Territorial Areas, and Territorial Units.

From a technological standpoint, the following changes came into effect:

- Mechanographic codes;
- ITU codes;
- Taxi codes, which had already been communicated on August 4, 2025, in the training environment.

To facilitate the identification of the changes, a summary table was also made available, highlighting the mechanographic codes along with their corresponding CICS codes that were modified, as well as the relevant convergence (takeover) codes.

Operators — including shipyards that had used the customs system — were therefore called upon to verify their available customs decisions within the Customs Decisions system, check their approved locations in accordance with any instructions provided by the competent Customs Offices, and update their own systems according to the referenced convergence codes (takeover codes).



# POWER OF ATTORNEY ISSUED BY A FOREIGN PARTY

## THE ITALIAN SUPREME COURT DOES NOT CONSIDER IT NULL AND VOID

by Attorney Simona Coppola

When navigating at sea and operating a vessel, there are numerous legal variables and areas of law that must be considered. A pleasure craft may sail in national or international waters, be owned by an Italian or foreign party, fly the flag of any state, and effectively move between the jurisdiction of national or foreign courts without interruption. More broadly, the increasing internationalization of maritime activity has highlighted the need to clarify how documents executed abroad and drafted in a foreign language can be used in Italian civil proceedings. Of particular importance is the power of attorney for litigation (“procura alle liti”), the instrument by which a party confers representation authority to their legal counsel. Even in the context of pleasure craft use, it may be necessary to retain a lawyer and grant a power of

attorney to initiate litigation or defend oneself in court.

A recent ruling has addressed the issue of powers of attorney issued abroad, drafted in a foreign language, and lacking an Italian translation, clarifying whether the absence of translation invalidates the document or affects the party’s ability to participate in proceedings.

The matter was addressed by the Italian Supreme Court, in a United Sections ruling (Civil Section, July 2, 2025, No. 17876), which touches directly on constitutional principles of the right to defense and access to justice (Art. 24 of the Constitution), as well as international and conventional criteria for judicial cooperation.

Traditionally, the power of attorney for litigation is considered the initial and most important act of a

**ATTORNEY SIMONA COPPOLA**

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

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

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proceeding, as it is the first step by which a party enters the process through their attorney. Consequently, it is not subject to the requirement of drafting in Italian under Art. 122 of the Italian Code of Civil Procedure (c.p.c.), which applies exclusively to procedural acts in the strict sense.

Art. 123 c.p.c. governs the submission of documents in a foreign language, allowing the judge to order translation through an expert if necessary. Italian case law had been divided regarding Art. 123 c.p.c., with two prevailing approaches: one stricter, treating failure to translate as a cause of nullity, rendering the party's participation inadmissible; the other, more lenient, holding that the absence of translation does not compromise the validity of the power of attorney, provided the judge can independently understand its content.

The recent United Sections ruling has endorsed the latter approach, stating that translation into Italian is not an essential requirement for the validity of the power of attorney, leaving it to the judge's discretion whether to request a translation.

The ruling embraces a perspective aimed at preserving civil proceedings while safeguarding the effectiveness of the right to

defense.

Specifically, the case concerned the validity of a special power of attorney issued abroad without translation. The Court rejected the objection, noting that the document was written in a readily understandable language, and that the notarization conducted under the applicable *lex loci* satisfied the requirements of Art. 2703 of the Italian Civil Code.

Accordingly, Civil United Sections, July 2, 2025, No. 17876 ruled that for preparatory acts to proceedings, such as a special power of attorney, translation into Italian — including any notarization, whether legalized, under the Hague Convention of October 5, 1961, or the Brussels Convention of May 25, 1987, is not a validity requirement. Its absence does not render the act null.

Under Arts. 122 and 123 c.p.c., the Supreme Court clarified that the obligation to use the Italian language applies only to procedural acts proper, i.e., acts formed within the proceedings.

This requirement does not extend to preparatory acts, such as powers of attorney, appointment of legal representatives, or authorizations to appear in court. When such documents are drafted in a foreign language, they are considered validly produced, while the judge retains

the discretion to request translation if the language is not understandable.

This decision significantly clarifies the regime applicable to powers of attorney issued abroad, aligning with established case law that seeks to preserve procedural acts already executed.

Legitimacy is thus linked more to the substantive adequacy of the document in conferring representation powers in accordance with *lex loci* and Italian law on authentication, rather than to linguistic form.

This jurisprudential approach aligns with the principles of proportionality, procedural effectiveness, and access to justice, recognized both constitutionally and internationally, providing a modern, functional, and substantive reading of the validity of preparatory procedural acts. Therefore, a foreign party granting authority to an Italian lawyer to appear in court is not required to provide a translation, unless the presiding judge decides otherwise.

This innovative ruling simplifies preliminary procedural steps and facilitates access to justice for citizens of legal systems with greater formal flexibility.

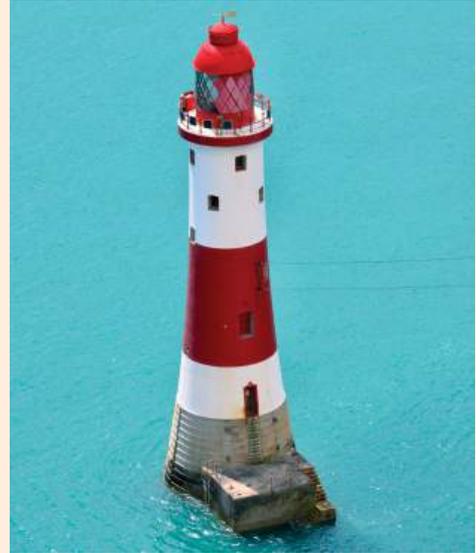


**SOME LIGHTHOUSES ARE SO ISOLATED THEY CAN ONLY BE REACHED BY HELICOPTER**

Some lighthouses are built on inaccessible cliffs or small islets surrounded by strong currents, making access by boat impossible. The only way to reach them is by helicopter, often the safest option in adverse weather conditions.

Among the most famous are Þrídrangaviti in Iceland, perched on a rocky pillar off the Vestmannaeyjar, Storholmen and Torbjørnskjær in Norway, and Clifty Island in Australia, renowned for their spectacular and remote locations.

Today, many lighthouses are automated, yet they remain symbols of extreme engineering, resilience, and the isolated life of their brave keepers.



**A HULL CAN ACCUMULATE UP TO 150 KG OF MARINE ORGANISMS IN A SINGLE SEASON**



It takes just one season in the water for a boat's hull to become a miniature underwater world. Barnacles, mussels, algae, sponges, and small crustaceans find the submerged surfaces ideal for attaching and growing. This process, known as biofouling, can accumulate up to 150 kilograms of living material, especially if the boat remains in port for long periods or navigates nutrient-rich waters. The added weight is only part of the problem: the uneven layer of growth significantly increases drag, reducing speed, consuming more fuel, and straining the engine. That's why boats are protected with antifouling paints, designed to slow the growth of these organisms. Still, in some marine areas, biofouling reappears quickly, reminding us that below the waterline lies a surprisingly active and highly invasive ecosystem.

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# BEST OF BOATS AWARD 2025

THE FIVE WINNING BOATS



At Berlin's Marshall House, amid warm lights, champagne, and an international audience in anticipation, one of the most remarkable editions in the history of the Best of Boats Award took place. Out of 22 finalists from across Europe, four of the five main prizes were won by boats designed in Norway and Finland. A clear dominance, confirmed by a year of rigorous testing and over 300 sea trials conducted by 16 industry experts. Boot & Fun Berlin thus became the stage for the great Nordic triumph.

On November 27, 2025, at the opening ceremony of Boot & Fun Berlin, the prestigious European awards for motorboats held 125 international guests in suspense: CEOs of shipyards, designers, specialized journalists, and representatives from the boating sector. One by one, the winners of the five Best of Boats Award 2025 trophies stepped onto the stage, greeted by applause, surprises, and even a few last-minute taxi rides.

The historic Marshall House provided the perfect setting, where finalists could see the innovations that had earned them a spot among the exclusive 22 models reaching the final stage.

Competing for the BOB award is no easy feat: only

production boats from the current year are eligible, and they must be tested under real conditions with at least five jurors onboard. Strict rules for an award that aims to serve as an objective reference for those who sail.

After the ceremony, the evening continued with toasts, technical discussions, and early hints at the models we can expect to see next year.

Boot & Fun Berlin once again proved to be a unique meeting point: it's hard to find so many key players in the boating world—builders, designers, and journalists, gathered in one place, ready to exchange ideas and visions.

Here are all the winning boats of this edition.

## BEST FOR BEGINNERS - BAYLINER C21

**Shipyard:** Bayliner (USA)

**Jury's verdict:**

"An ideal boat for beginners, stable and intuitive"

**Award received by:**

Alexis Flechier, International Sales Manager at Brunswick, and Sylvain Perret, Marketing Manager at Brunswick Boat Group.



The category dedicated to those taking their first steps in the boating world saw the Bayliner C21 emerge as the winner, produced in Portugal and tested on-site by the jury members. With its generous spaces and a design focused on safety and ease of use, the C21 impressed for its clear "entry-level" vocation.

## BEST FOR FUN - NORDKAPP ENDURO 830

**Shipyard:** Nordkapp (Norway)

**Jury's verdict:**

"A pure sports boat, recognizable at first glance"

**Award received by:**

Espen Thorup, Designer; Mats Hjørnevik, Marketing Manager; and Kalle Thiele, Dealer.

The high-performance Nordkapp Enduro 830 was born from the skilled

hand of Espen Thorup, who described this project as one of the most challenging and stimulating of his career. The jury recognized the model for its instantly identifiable lines and benchmark performance within its category. The award was presented by Chiara Riveruzzi of Mondo Barca Market, juror of BOB for the first year.



## BEST FOR ADVENTURE - SAXDOR 340 GTWA

**Shipyard :** Saxdor (Finland)

**Jury's verdict:**

"A boat that takes adventure to a new level"

**Award received by:**

Pawel Blaszak, Product Manager

Hardtop, cabins usable in all seasons, and a true spirit of adventure: the new category introduced by the BOB in 2024 has already found its leaders. For the second consecutive year, Finland stands out thanks to Saxdor, which claimed the trophy with the innovative Saxdor 340 GTWA.



## BEST FOR FAMILY - VIKNES 10

**Shipyard:** Viknes (Norway)

**Jury's verdict:**

"A family boat in pure Scandinavian style: solid, comfortable, reliable"

**Award received by:**

Kristian Sivertsen, CEO, and Gisle Sivertsen, Chief Designer.

The award for family boats, present since the very first edition of the Best of Boats in

2014, went to a Norwegian shipyard still relatively unknown to the wider public:

Viknes, with its brand-new Viknes 10. A solid and well-balanced boat, capable of perfectly combining Scandinavian tradition with modern solutions.



## BEST BIG BOATS - XO EXPLR 44

**Shipyard:** XO Boats (Finland)

**Jury's verdict:**

"A mini exploration superyacht"

**Award received by:**

Timo Miettinen, Shipyard Director, and Rabbe Nerdrum, Sales Manager

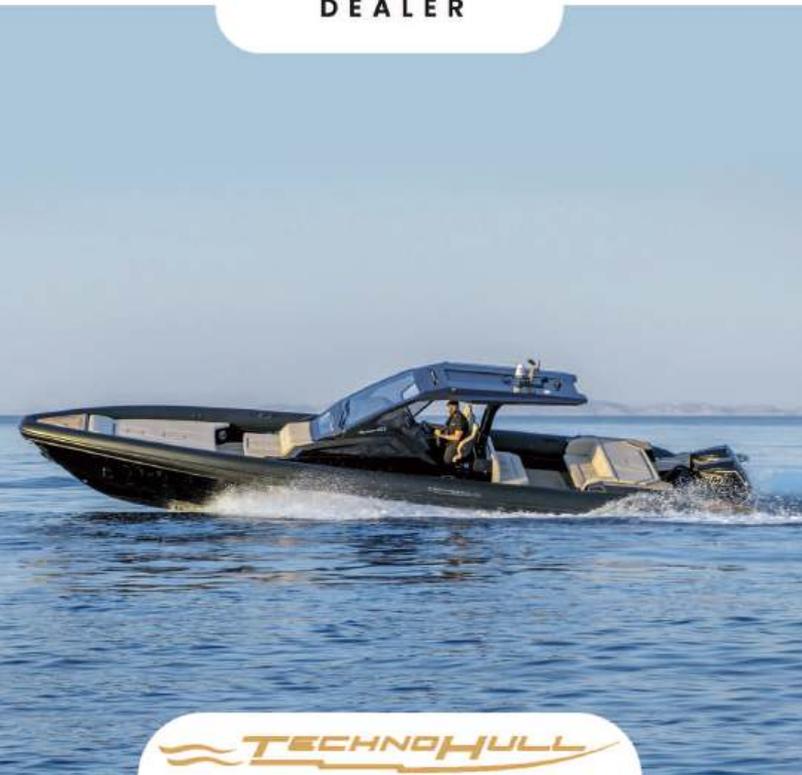
The award in the category for boats over 42 feet went to the spectacular XO EXPLR 44, the largest model ever presented by the Finnish shipyard XO. A mini superyacht that combines luxury, robustness, and exceptional seakeeping capabilities.



# NATI PER NAVIGARE

Esperti di nautica dal 1998

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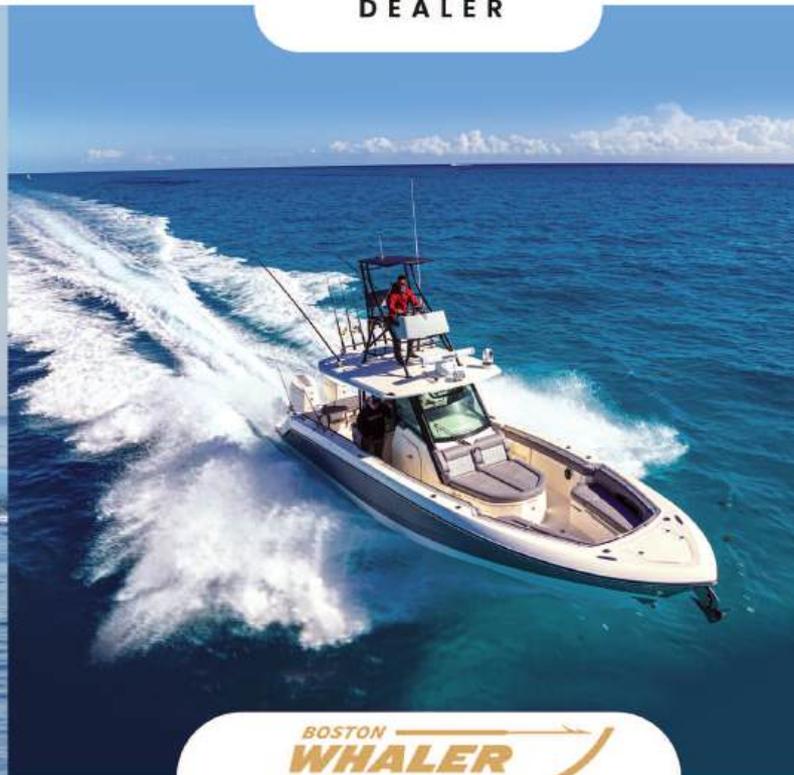
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# CROSS-DISCIPLINARY DESIGN IN YACHTING

## INTERVIEW WITH FABIO FANTOLINO

He made his debut in yacht design in 2022, working on the interiors of the Azimut Fly 72. His style, understated and refined, now also defines the latest models in the range, the 62 and the 82. Fabio Fantolino, a Turin-based architect and designer, brings to yachting the experience he has accumulated over more than twenty years of interior design for private residences and hotels. His collaboration with the Avigliana shipyard marks the beginning of a new phase: a dialogue between elegance and function, between luxury and restraint, redefining the way we inhabit the sea. From homes to yachts, Fantolino introduces a language of absolute coherence, with delicate balances and a keen focus on materials.





The façade of Palazzo Dune, designed by Fabio Fantolino and located in the heart of Turin, combines essential geometries with natural materials such as Botticino marble, offering a contemporary reinterpretation of the rationalist elegance of the urban context.

**From 2001 to 2022, you primarily focused on interior design for private residences and hotels. Then came your debut in yachting. How did the collaboration with Azimut Yachts begin?**

It started with a phone call between me and Giovanna Vitelli (Chairwoman of the Azimut|Benetti Group, ed.), in which we began discussing vision and design, luxury, and the world of yachting. I believe that in recent years Azimut has done a remarkable job scouting architects and designers from various fields to bring a cross-disciplinary design approach to yachting. That phone call was pivotal because I shared my perspective, which was later embraced: in recent years, cross-disciplinary design has moved extremely fast. With all the communication tools and social media, trends and stylistic elements are constantly shifting, in fashion as well as design. Yachting, however, had lagged behind. For those observing from the outside, it was obvious, even if insiders saw it as a closed, self-sufficient niche. That inward-looking approach worked for a while, but I believe it hasn't been enough for about a decade.

**In what sense had the sector lagged behind?**

For years, yachting relied on a self-referential aesthetic, almost like a 'design lobby,' with a con-

cept of luxury that was very opulent: glossy materials, marble, lacquered finishes, elements appealing to the eye. For a long time, however, it worked. Owners — accustomed to experiencing design in their homes, hotels, and stores — didn't find the same sensibility onboard.

Azimut decided to bridge this gap by bringing in designers from other fields. This was a fundamental step because it stimulated the entire sector. Until recently, yachts were very similar to each other, using an older language, materials, and forms. This openness allowed a new identity to emerge in the interiors, more aligned with contemporary design.

**You mentioned the relationship between luxury and design. How do you interpret it?**

Historically, luxury has been synonymous with opulence: shiny materials, marble, lacquer, elements that satisfy the eye.

But design often looks at this world with caution, because luxury can be ostentatious, whereas design is culture, balance, and restraint.

Our goal is to merge these two worlds: transforming luxury into elegance, turning focal points into coherent projects, converting perceived wealth into refinement.

Our work with Azimut is directed precisely in this way.

### How does this concept translate onboard the Azimut Fly line?

We aim to create a coherent, elegant project with meaningful content. By ‘content,’ we mean research: every piece we include in a project — a lamp, a chair, a table — is the result of in-depth study. Then there’s the balance of materials. We always distinguish between reflective and absorptive surfaces: glass, steel, marble, mirrors on one side; wood, fabrics, carpets on the other. Too much of the first group makes the environment cold; too much of the second makes it ‘heavy.’ On a yacht,

where spaces are small, this balance is even more crucial. There is also a concept of ‘main characters and supporting roles.’ All elements must contribute to the overall design, but it’s essential to know which ones take center stage.

### Who is the main character onboard the latest model, the Azimut Fly 82?

On the main deck of the 82, the centerpiece is the dining area. As soon as you enter, you immediately sense the scenography: the table, the lighting, the wall. The wall is bronze back-painted glass, enriched with wooden rods;

the table is matte Botticino marble, and the chairs are fully upholstered, placed on a carpet. Cold materials — glass and marble — are balanced with warm, soft textures.

Above the table hangs a lamp we designed ourselves, the ‘cherry on top’ of the scene: a carefully selected element, chosen after weeks of work, like all the lighting fixtures onboard.

### What feeling does this space convey?

Upon entering the main deck of the 82, there is an immediate sense of comfort and welcome. All material and proportional



In the main salon of the Fly 82, Fabio Fantolino’s design transforms the interior into a harmonious and sophisticated environment: the round dining table becomes the centerpiece for social gatherings, while the contemporary orange-brown accents add character and freshness. Expansive windows flood the space with light, creating visual continuity with the outdoors and highlighting every detail.

balances are respected, and you feel it. It's a pleasant space where you want to linger.

The windows are expansive, and the seating area is generous, with armchairs designed by us and produced by Potocco. Another characteristic of our work is the play of contrasts: curved lines paired with sharp cuts, cold and warm materials in dialogue. These contrasts, if well-calibrated, create personality. I believe the flagship, the Azimut 82, represents this perfectly: a balance between strength and delicacy, between luxury and elegance.

**You spoke about the principles you brought from residential design to yachting.**

**Are there other substantial differences between the two worlds, beyond balancing reflective and absorptive surfaces?**

Absolutely. The biggest difference is that in residential design, you have walls — you can choose whether or not to cover them.

You can leave them bare, decorate them, add paneling, but you're not obliged to do so.

On a yacht, however, every surface must be covered.

You cannot leave a fiberglass wall painted white.

This means every centimeter must be considered, from the ceiling to the walls, because everything is material and contributes to the whole. The main challenge is finding materials that lighten the space and give breathing room to the key elements. Placing wood on a decorated wall is easy; combining it with leather, fabric, and lacquered panels risks creating visual confusion.

This is one of the most complex aspects of yacht design.

**Your yachting debut was the Azimut Fly 72.**

**How would you describe the creative dialogue with the shipyard?**

Azimut welcomed cross-disciplinary architects and designers, providing all its knowledge and nautical expertise through highly skilled technical figures who respected our language and enhanced our creativity.

At first, we had a lot to learn: they transferred all the technical knowledge necessary to understand yachting, and they did it excellently.

**Did you establish a good relationship with Alberto Mancini, who designs the Fly series**

**exteriors?**

Yes, absolutely. We have a great relationship and mutual respect. We become friends.

His work on the exteriors is always very contemporary: we receive his plans, 3Ds, and then work on everything related to interiors and layout, but also some exterior areas like the cockpit, bow, and flybridge.

We're always happy to design the interiors of a boat he has designed; I think he's one of the most contemporary designers in yachting.

**Azimut Yachts is a global brand, present in over 80 countries with 138 official dealers.**

**How do you design a space that speaks to such diverse cultures and needs?**

This is one of the greatest challenges.

Designing a house or hotel is for a specific location, client, and cultural context.

A yacht, however, is everywhere: it must appeal to European, American, Asian, and Middle Eastern clients.

Design must be cross-disciplinary. As Giovanna Vitelli often says, one must avoid being 'divisive': a project shouldn't lean too far in any one direction. We are very familiar with different design cultures — thanks to our work in product design, from sofas to chairs for international companies — which helps us balance differences. Middle Eastern markets want more luxury and less design; European markets, the opposite. We aim to find a middle ground, a language that appeals to all, while remaining coherent. The Fly line is where this exercise is most necessary: it's neither a sporty yacht nor a classic one, so it must speak to everyone.

**Of the three projects you've designed for Azimut, is there one particularly close to your heart?**

The 82 is the project that represents us the most. Its generous proportions allowed us to fully express our idea of elegance.

The greatest satisfaction is transforming the concept of luxury into a coherent project. It is no longer a sum of expensive elements but a balanced whole that conveys elegance and refinement.

One detail we are particularly proud of is the master cabin unit: a long, linear, clean wall on which we placed a curved 'tongue' of marble. Inside that ele-



The full-beam master cabin of the Fly 82 takes advantage of the entire width of the hull, offering generous space and a highly comfortable owner's retreat. The full-height nubuck headboard frames the room with elegance, while a custom lamp in fabric and painted metal adds a touch of color and carefully crafted asymmetry.

ment, contrasts coexist, generating a perception of preciousness from the marble and glossy finishes, and contemporaneity from clean lines and balanced proportions.

There is a dialogue between sharp lines and soft forms, cold and warm materials, repelling and welcoming surfaces. From this balance, elegance emerges — this, in our view, capture the work we are doing with Azimut.

### **Which was the most challenging project?**

The 72, being the first, was demanding. The most difficult, however, was the 62, because working in small spaces is complex: making an impact with design in a confined area is a challenging exercise.

### **Are there upcoming projects with Azimut or new partners in yachting?**

At the moment, we are working only with Azimut, which is very attentive and rightly discreet with its designers.

We already have a new project underway, but I cannot discuss it yet. Mega yachts are an experience we have yet to tackle and would like to explore soon.

Custom projects are also very interesting: paradoxically, they are easier to manage because with a single client, you don't need to mediate between different cultures — you can focus on one project and build a closer, more direct relationship.

### **How will your design language evolve in yachting?**

Every project evolves from the previous one. Design, much like ourselves, evolves over time: the more you know, the more you grow, the more you can refine. That said, yachting is not yet a place where trends are born: it must first absorb them. Clients see new languages in hotels, restaurants, and furnishings, and only afterward onboard. Yachts must evolve slowly, going along with design movements rather than anticipating them. So yes, there will always be evolution, but within a coherent stylistic signature that unites all our projects.

### **How do you envision the future of yachts in the medium term?**

Technologically, I see continuous evolution — safety, sustainability, automation — and

Azimut is very attentive to all of this. Aesthetically, yachting will increasingly align with cross-disciplinary design.

The gap will narrow: if design moves toward greener languages, yachts will follow; if design favors expansive spaces or minimalism, yachting will follow suit. I don't think it will lose its niche dimension, but it will be increasingly connected to the broader design world.

### **FABIO FANTOLINO**

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

# CPRN: HARMONY BETWEEN LIGHT AND MATERIALITY

by Elisa Annesi

CPRN presents a new selection of indoor furniture that captures the allure of nature reinterpreted with a contemporary sensibility. The chosen palette ranges from blush to taupe and ivory — delicate, powdery shades that evoke the purest elements of the earth — sand, linen, and clay — transforming spaces into environments of calm and harmony. In these settings, every surface interacts with light, and every detail suggests comfort and serenity, favoring a soft, refined aesthetic over stark contrasts.





### **DOWNTOWN: THE SCULPTURAL, INVITING SOFA**

The Downtown sofa stands out for its soft, welcoming profile, where the generously sized backrest, reminiscent of a flower petal, becomes a sculptural, iconic element.

Rounded, flowing lines combined with tailored details and exquisite finishes create a sense of lightness and sophisticated elegance.

The single-cushion seat completes the design with formal continuity. Available in 2- or 3-seat versions, the sofa can be customized in fabrics, velvets, or leather.

Dimensions: 200, 250, or 300 cm length; 72 cm height; 106 cm depth.

### **SAM BERGÈRE: COMFORT MEETS CONTEMPORARY STYLE**

The SAM Bergère combines soft lines, a swivel metal base, and fabric or leather upholstery, offering a versatile and refined piece.

It is complemented by a coordinating ottoman with the same metal base and matching upholstery.

Dimensions of the Bergère: 84 L x 91.5 D x 108.5 H cm; ottoman: 65 L x 56 D x 42 H cm.



### **SAM ARMCHAIR: STYLE AND FUNCTIONALITY**

The SAM armchair achieves the perfect balance between comfort and contemporary style.

Its enveloping curves and swivel metal base harmonize with fabric or leather upholstery, creating a versatile and characterful piece. The beige leather version with lumbar cushion adds a touch of comfort and elegance, making SAM the centerpiece of any modern living room or lounge.

Dimensions: 84 L x 91.5 D x 108.5 H cm.



# RED MULLET, LEMON, CAPERS, AND ALMONDS





### GIANFRANCO PASCUCCI

His ID lists “Sea Chef” as a distinguishing trait.

A chef who becomes both a respectful interpreter and a creative voice of the surrounding territory, in its broadest maritime sense, from the salt-kissed lands of the scrub to the depths of the sea. Pascucci at Porticciolo in Fiumicino is his domain, a place where he channels his flair and passion into a material that becomes clay in his hands, shaping it into countless forms without ever touching its purest essence.



Difficulty: easy



Preparation time: 30–40 minutes



Serves: 4 people



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

### INGREDIENTI

#### For the mullet:

Red mullet: 8, medium size

Salt: 100 g

#### For the dressing:

Lemon: juice of 2 lemons and zest of ½ lemon

Capers: 30 g

Almonds: 40 g, peeled

Water: 50 g

Extra virgin olive oil: 20 g

### PREPARATION

Fillet the red mullet, reserving the heads for other preparations. Marinate the fillets in salt for 3 minutes, then rinse, pat dry, and refrigerate. Blend the juice of the two lemons with the capers, almonds, and water. Strain the resulting cream and fold in the extra virgin olive oil and the zest of half a lemon. Finely slice the mullet fillets and season with a pinch of salt and a drizzle of olive oil. Place a spoonful of the almond cream on the plate and arrange the mullet fillets harmoniously on top. Optionally, garnish with a sprinkle of seaweed powder.

### NOTE DELLO CHEF

Red mullet are highly prized by seafood enthusiasts for their unique flavor. Versatile and full of character, they feature in many regional recipes.

In this preparation, I recommend enjoying them raw, simply dressed with capers, almonds, and — if desi-



red — a few olives. A high-quality extra virgin olive oil, paired with the aromatic acidity of lemon, creates the perfect finishing touch.

I prefer to place the dressing at the base of the plate, to best highlight the delicate and unmistakable flavor of the raw fish.

The reserved heads and leftover almond paste are perfect for a quick fresh tomato and almond sauce, ideal for a fast, flavorful pasta dish. Red mullet are affordable and can be filleted directly at the fish market. If consuming raw, freeze them for at least 48 hours to prevent Anisakis parasitosis.

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**Barca 6 metri**, motore Mercury 40/70 PRO del 2017, qualche lavoretto di routine da effettuare, euro 4.500, tel. +39 347/6373426



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



**Barca motoscafo 5 metri**, motore 40 HP 2 tempi, barca sfiziosa e veloce, impianto nuovo, euro 2.000, tel. +39 348/3800068



**Barca da pesca 4,20 m**, motore Johnson 25 HP 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 23 WA 7,20 m**, pronta consegna, Mercury 200 HP, cabina con 3 posti letto, euro 78.000, tel. +39 041/5322123 - +39 349/0852550 - newnauticshow@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 HP, ottime condizioni, 6 posti letto, WC, cucina, molti lavori 2024, targa e bandiera polacca, euro 23.000, tel. +39 347/0689428



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



**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



**Cranchi E30 Endurance** anno 2024, 9,85 m, Volvo Penta V8 350 HP, tel. +39 347/1890139 - seatime-yachting@gmail.com



**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



**F.lli Longo 540** solo barca e rimessaggio per un anno, euro 3.000, tel. +39 342/7073849

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**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 finestre, 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



**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 HP, 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 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 - newnauticshow@gmail.com



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



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



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



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



**Faeton Moraga 980 Fly** 2 motori 260 Yanmar, tutto in ottimo stato, lunghezza 9,83 m, bagno separato, GPS Raymarine e altri accessori, euro 60.000, tel. +39 329/0763532



**Faeton Scape 29** Mercruiser 350 piede Bravo 3, zero ore, autoclave, GPS Raymarine, pompa sentina, bagno, altri accessori, vis. in acqua, euro 46.500, tel. +39 333/1103351



**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

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**BAIA 50, 1989, 2x680 MAN EB diesel, occasione, possibili permute**



**CARNEVALI 140, 2002, 2x455, CATERPILLAR EB, 3 cab. + 2 bagni**



**SEALINE 400 AMBASSADOR, 1993, 2x231 VP EFB D, refitting 2024/25**



**AB YACHTS 68, 2004, 3 cabine + 3 bagni 2x1550 MAN idrogetto**



**SESSA 27 KEY LARGO, 2012, mt. 8,00 2x325 VOLVO PENTA EFB B**



**MOCHI 14 FLY, 1997, 2x500 IVECO EB diesel, 3 cabine + 2 bagni**



**TORNADO 38, 2008, mt. 10,94 x 3,90 2x260 VOLVO PENTA EFB diesel**



**RIVA 85 OPERA, 2006, 2x2000 MTU EB diesel, visibile Tirreno**



**TECNOMARINER STEALTH MYTHOS, 1999, mt. 7,22, 1x227 MCM EFB B**



**GOBBI 315 SC, 2000, mt. 9,85 x 3,30, 2x200 VOLVO PENTA EFB D**



**ILVER 24 NYUMA, 1990, 1x240 OMC EFB benzina revisionato 2025**



**RIO 750 CRUISER, 2001, 1x230 VP EFB diesel, ottime condizioni**



**REGAL 28 EXPRESS, 2013, 8,79 x 2,60 1x300 VOLVO PENTA EFB benzina**



**MAXUM 2500 SE, 2009, 7,49 x 2,59 1x260 MERCUISER EFB benzina**



**RIVA ST. TROPEZ, 1985, 9,50 x 2,71 2x350 THERMO ELECTRON EB benzina**



**ALI BOATS OUDHUIJZER 560, 2008, 5,60 x 2,13, 1x15 SUZUKI FB benzina**



**CRANCHI 760 CLIPPER, 1992, 7,48 x 2,44, 2x146 VOLVO PENTA EFB B**



**CUSTOM LINE NAVETTA 27, 2000 2x1200 MAN EB D, visibile Tirreno**



**MARCHI 53, 2000, 2x680 MAN EB diesel, 3 cabine + 2 bagni**



**BRUBE OKLAND, 2016, 6x 2,21 1x150 EVINRUDE FB benzina**



**INTERYACHT 25 VAGABOND, 1977 7,60 x 2,70, 1x12 FARYMANN EB D**



**SACS S 590, 2006, 5,90 x 2,58 1x150 EVINRUDE FB benzina**



**CANT. ERNESTO RIVA JETTO 4.2, in mogano, 1998, 4,20, 1x20 SUZUKI FB**



**ZENIT 44 OPEN, 2005, 2x450 MAN EB diesel, 2 cabine + 2 bagni**

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



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



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



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



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



**Gabbianella** guida centrale, senza motore, tel. +39 380/1441235



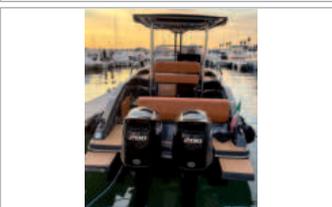
**Gobbi 730** anno 1976, 7,28 m, motori 2x135 HP Mercruiser EFB B del 2012, visibile a Jesolo Lido, euro 24.000, tel. +39 0421/91616 - dalvi@dalvi.it



**Gozzo** 6,20 m, anno 1990, motorizzato Volvo Penta diesel 18 HP entro-bordo anno 1990, euro 6.900, tel. +39 041/5322123 - 349/0852550 - newnauticshow@gmail.com



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



**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



**Ilver 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



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



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



**Itm 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 Leader 10** 2 cabine, bagno, cucina, dinette, 2 motori Volvo D3 Turbo Diesel, 750 ore, portata 10 persone, accessoriata, euro 125.000, tel. +39 334/1028374



**Jeanneau NC9** 2015, unico proprietario, condizioni straordinarie, 300 ore di moto reali, curata nei minimi dettagli, accessoriata, euro 140.000, tel. +39 392/6210812



**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



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



**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, tiendebene in acciaio, scaletta risalita, tendalino alluminio, euro 15.500, tel. +39 041/5382523 - info@campellomarine.it



**Manò Marine 28.5** euro 55.000, tel. +39 329/6892680



**Manò Marine 38.5** 2 motori Volvo Penta D4 260 HP, 3 cabine, bagno, manutenzioni effettuate in officina autor. Volvo Penta, accessoriata, euro 125.000, tel. +39 333/1103351



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



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

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**Marinello 17 open** motorizzato Yamaha 40 HP, anno 2017, unico proprietario, full optional, euro 13.500, tel. +39 041/5322123 - 349/0852550 - [newnauticshow@gmail.com](mailto:newnauticshow@gmail.com)



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



**Marinello Eden 590** motore Yamaha 40 CV, 4T, GPS, doccetta, impianto stereo, numerosi altri accessori, euro 34.900, tel. +39 041/5382523 - [info@campellomarine.it](mailto:info@campellomarine.it)



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



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



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



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



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



**Monteary 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](mailto:dalvi@dalvi.it)



**Patrone 27** imbarcazione nuova, 8,90 m, 2 motori Yanmar 224 HP, euro 80.000, tel. +39 041/5382523 - [info@campellomarine.it](mailto:info@campellomarine.it)



**Piantoni 33** natante anno 1993, due motori Volvo Penta AQD41B con circa 700 ore di moto, refit 2022, 6 posti letto, 2 cabine, accessoriata, euro 50.000, tel. +39 333/4647503

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**Quicksilver 555** anno 2022, motore Mercury 40 HP, garanzia 2027, presa pontile con carica batterie, sci nautica, stereo, doccia, vis. Bari porto, euro 19.000, tel. +39 339/8922983



**Ranieri** motore Yamaha 100 HP, 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 Shadow 19** motore Mercury 115 HP, euro 38.500, tel. +39 041/5322123 - +39 349/0852550 - newnauticshow@gmail.com



**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



**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



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

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



**Ranieri Rancraft Millenium** portata 8 persone, motore Yamaha GELT 40/78 HP, 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



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



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



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



**Rio Onda 500** Mercury 40 HP EFI, 1.000 ore circa, tagliando completo officina specializzata, in ordine, stabile, seduta post. da foderare, euro 4.400, tel. +39 344/6451026



**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



**Robalo 1992**, Suzuki 2x175 HP, 4T iniezione, rimessati, pannello fotovoltaico, 2 batterie nuove, idroguida, vasca del vivo, portacanne inox, euro 29.500, tel. +39 348/5118958



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



**Saver 300 Sport** 4/6 posti letto, bagno, 2 Mercruiser 5.0 benzina 260 HP, poche ore di moto, ottime condizioni generali, accessoriata, euro 50.000, tel. +39 389/9233806



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**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** condizioni perfette, Mercruiser 5.0 265 HP, diversi lavori eseguiti, 4 posti letto, cuscineria 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



**Sessa Marine C35 HT** 2 motori Volvo Penta D4-260, 2 cabine, bagno, dinette, cucina, full optional, in perfetto stato tenuta da amatore, alla boa, tel. +39 333/9488376



**Solaris Power 60 coupé** 2025, 2x950 IPS Volvo Penta 725 HP, velocità massima 28 nodi, crociera 22 nodi, 3 cabine, 5 posti letto, vis. Olbia, tel. +39 347/1890139



**Vegliatura 27** cantiere Nautica San Vincenzo, 2 motori VM 140 HP, 2001, unico proprietario, vis. Oristano - Porticciolo Torregrande, euro 35.000, tel. +39 349/6057531

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**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



**Sea Ray 220 DA** motorizzato Mercruiser MCM 5.7L EFI (ALPHA ONE) 204 HP, numerosi accessori, euro 11.000, tel. +39 041/5322123 - 349/0852550 - new-nauticshow@gmail.com



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



**Sessa Marine 5 m**, motore 40 HP, nessun lavoro da eseguire, super accessoriata, tendalino nuovo, scaletta inox nuova, ancora nuova, 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



**Sidra 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



**Solaris Power 44 open**, anno 2024, imm. 2025, 11,95 m, 2x480 HP Volvo Penta IPS D6 650, vis. Lago di Garda, tel. +39 347/1890139 - seati-meyachting@gmail.com



**Solaris Power 44 "Sunny One"**, anno 2023, 11,95x4,35 m, 2x480 HP Volvo Penta D6 - IPS650, tel. +39 347/1890139 - seati-meyachting@gmail.com



**Tecnomar Benetti 38** 10,93 m, in perfetto stato, 2 Mercury Optimax 225 HP, 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



**Tornado 38** anno 2008, 10,94 m, motori 2x260 Volvo Penta EFB D, visibile a Jesolo Lido (VE), euro 125.000, tel. +39 0421/91616 - dalvi@dalvi.it



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



**Wellcraft 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



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



**Alfa Dodi 670** randa, fiocco, genoa, tormentina, tormentina originale, fiocco piccolo, spinnaker con scotte e tangone, pannello fotovoltaico, euro 3.000, tel. +39 389/8191723



**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 HP, 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 HP, 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 HP, interni/esterni appena rinnovati, carena fatta maggio 2024, elica 3 pale sostituita, euro 77.800, tel. +39 339/7830880



**Bavaria 41** super accessoriata, motore Volvo Penta 55 HP, 4.200 ore, 3 cabine, 2 bagni, tenuta maniacalmente, zattera rigida Arimar 8 persone, euro 81.000, tel. +39 348/3809283



**Beneteau Baroudeur** 8 metri, entrobordo 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 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



**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 HP, portata persone 10, 2 cabine, 2 bagni, 9 posti letto, Randa, fiocco, gennaker, spinnaker, euro 29.900, tel. +39 345/4453668



**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 12 Nanni Mercedes** 40 HP, pilota Automatic Autohelm 7000, randa steccata, avvolgifiocco, trichetta, randa tempesta, dot. sicurezza, euro 34.000, tel. +39 335/1242006



**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

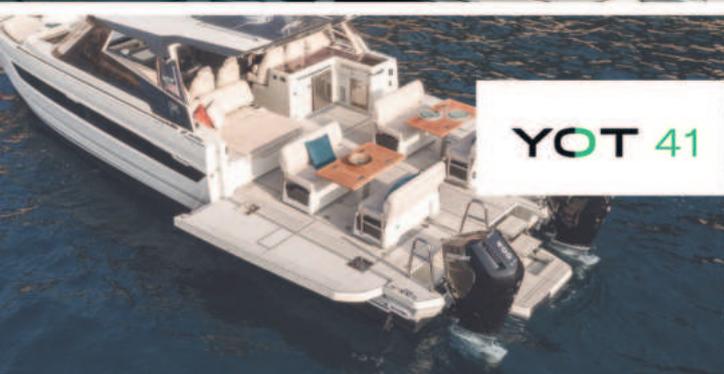


**Comet 770** in ottime condizioni generali, motore tagliandato, vele in buono stato, WC nautico, possibilità sudentro posto barca, euro 6.000, tel. +39 371/3721676

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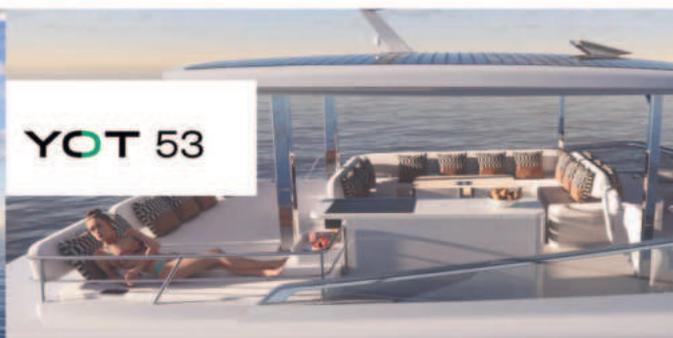
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**Comet 910** tenuta molto bene e curata, vele ok, 60% lavori fatti 07/2024, Farymann R30 bicilindrico 18 HP, 4 winch, tendalino, 4 posti letto, euro 16.000 trattabili, tel. +39 347/5091269



**Comet 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 HP, 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



**Dromor Discovery Plus 3000** euro 25.000 trattabili, tel. +39 340/8419052



**Elan 31** saildrive, membrana del 2024, bompresso 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 abbattibile, 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, cucineria 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 HP 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 Bahia 22** bulbo fisso, albero in alluminio, rollaranda sul boma, randa steccata rollabile, rolla-fiocco, 4 posti letto, perfetta, euro 11.500, tel. +39 334/3673070



**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



**Orion 5.60** randa e fiocco fiammanti, portata 6 persone, deriva basculante, pronta a veleggiare, motore elettrico 4 HP, carrello Ellebi 600 kg, euro 3.500, tel. +39 330/315846



**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 cuccette, 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 HP, 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 5.058 (settimana 7 giugno), 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



**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



**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

  
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**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



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

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



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



**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, cuciniera completa, doccia, tagliere e lavello esterno, frigorifero, euro 235.000, tel. +39 389/0349666, +39 06/24302354



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



**BSC 57 Classic** cuciniera completa, serbatoio carburante 90 l in plastica, doccia, tel. +39 059/468219 - [www.montorsisport.com](http://www.montorsisport.com)



**BWA 22** perfetto in tutto, 14 persone, interamente rifatto, tubolari nuovi, Yamaha 150 HP, 490 ore, molti optional, imp. electr. e cuciniera 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 HP anno 2016 con 280 ore, motore ausiliario 6 HP 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](mailto: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](mailto:info@fourmarine.it)



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



**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 HP, teak in pozzetto e cabina, leasing in corso, euro 100.000, tel. +39 335/6681103



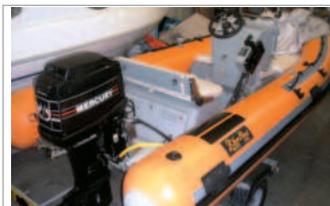
**Italmarine Vesuvio 29** 2018, ottime cond., 8,83 m, motore Suzuki DF300APXX con 284 ore sempre tagliandato, manetta electr., euro 60.000, tel. +39 0761/612036 - [info@nauticafiore.it](mailto:info@nauticafiore.it)



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



**Joker Boat 420** motore Tohatsu 25/35 2T con libretto e carrello da cantiere, euro 1.700, tel. +39 350/1606160



**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](http://www.montorsisport.com)



**Joker Boat Clubman 24** 2009, motore 250 HP Yamaha FB B, vis. Jesolo Lido (VE), euro 30.000, tel. +39 0421/91616 - [dalvi@dalvi.it](mailto:dalvi@dalvi.it)



**Joker 650** motore Mercury Optimax 150 HP 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, cuciniera 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 accessorizzato, euro 79.500, tel. +39 339/6031603



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



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



**Lomac** senza patente, motore 40 HP, tappezzeria come nuova, euro 8.500, tel. +39 333/4401143



**Lomac 5 m**, buone condizioni generali, motore Suzuki, diversi accessori, euro 5.200, tel. +39 348/4227206



**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](http://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](http://www.montorsisport.com)



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



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



**Lomac Turismo 600** (EYS Edition), 2024, 5,95 m, Yamaha F40 - 40 HP, vis. Costa Smeralda, euro 49.000,00 IVA inclusa, tel. +39 347/1890139 - [seatimeyachting@gmail.com](mailto:seatimeyachting@gmail.com)



**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](mailto:info@giada96.it)



**Lomac Turismo 7.0** con Mercury F200 DS, versione demo, 6,94x2,72 m, accessorizzato, euro 99.900, tel. +39 06/65024111 - +39 348/4435165 - [info@giada96.it](mailto:info@giada96.it)

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



**Marlin 25** motore EFB Mercuriser 5.0 MPI V8 260 HP, 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 HP, 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



**Master 775 Fishing** Yamaha 300 HP e Suzuki 20 HP con 2 anni di garanzia, disponibili a parte Minkota e carrello 30 quintali, euro 82.000, tel. +39 333/2665065



**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 Mercuriser 250 HP, 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 PY60** anno 2022, motore Suzuki, 200 ore moto, euro 18.500, tel. +39 331/9529303



**Panamera PY80** motore Honda 250 HP, 400 ore, bagno elettrico, tendalino, GPS eco., salpa ancora elettrico, doccia esterna, altri accessori, euro 48.500, tel. +39 389/8972562



**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



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



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



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



**Ranieri International Cayman 19 S** 5,95 m, Honda 40/60 senza patente, roll-bar, scaletta, doccino, eco., cuciniera 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 590** tenuto in modo impeccabile, Evinrude 115 E-TEC, 600 ore moto, roll-bar inox, tendalino ottimo stato, gommone pronto a partire, euro 13.500, tel. +39 328/7369589



**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 Strider 13** anno 2012, 13,35 m, 2x420 HP Mercruiser 8.2, vis. Sardegna, tel. +39 347/1890139 - seatimeyachting@gmail.com



**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



**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 HP impeccabile, teak nuovo 2023, accessoriato, 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 HP 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 HP 4T, 400 ore circa, appena tagliandato, accessoriato, 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 HP con joystick di manovra, tel. +39 041/5382523 - info@campellomarine.it



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

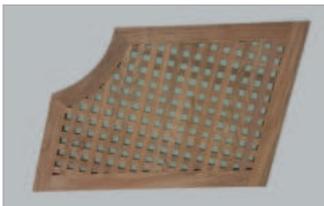
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**A7 Wind-on** nuovi con custodia. 5 marca Seaguar da 175 lb, 95 lb e tre da 80 lb. 2 marca Sufix da 100 lb. Vendita in blocco a euro 105, vendita singola euro 15 cadauno. WhatsApp +39 333/5960537



**Canne da pesca** Kronos Progress 4206 Surf della Trabucco telescopica con mulinello Trabucco Kronos Oceanic Pro Surf 8000. Canna Oceanic 4203 a 3 sezioni con mulinello Trabucco Kronos Pro Surf 8000. Custodia in omaggio. Non divido. Consegna a mano zona Ancona e provincia, euro 250,00, tel. WhatsApp +39 333/5960537



**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 Spoletto** 1.000 kg, nuovo, immatricolazione 2025, euro 3.150, tel. +39 329/4011283



**Carrello** biasse porta barca da 20 quintali, in ottimo stato e con revisione valida, nessun lavoro da eseguire, euro 2.900, tel. +39 377/4282723



**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



**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



**Generatore** Mase I.S. 6.5 kW, tutto revisionato e garantito 1 anno, tel. +39 338/9208645



**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 40 HP** 4 tempi, perfetto, tutto funzionante, anno 2006, a carburatore, disponibile qualsiasi prova, euro 1.990, tel. +39 338/5248920



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



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



**Motore Honda coppia** da 150 HP, 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 F2,5 MH**, usato, anno 2017, ottime condizioni, euro 650, tel. +39 059/468219 - [www.montorsisport.com](http://www.montorsisport.com)



**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](http://www.svb-marine.it)



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



**Motore Mercury 40 PRO**, ore moto 180, elica in acciaio, compreso di tutto, euro 4.000, tel. +39 340/7073849



**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](http://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 Mercury 15 HP**, 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 Mercury 40 PRO** con possibilità di finanziamento a tasso zero, dotazione elica di alluminio con passo a scelta, euro 6.200, [cntirreno@libero.it](mailto:cntirreno@libero.it), tel. +39 0766/1885531 - +39 338/1842947



**Motore 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](mailto:info@nauticafioro.it)



**Motore Suzuki DF40A**, gambo lungo, nuovo, da immatricolare, euro 5.200, tel. +39 06/65024111 - +39 348/4435165 - [info@giada96.it](mailto:info@giada96.it)



**Motore Suzuki 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](mailto:info@nauticafioro.it)



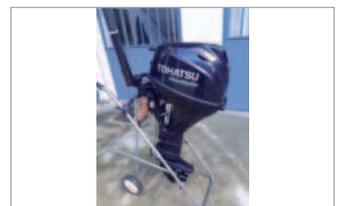
**Motore Suzuki DF30A** 4 tempi, anno 2019, completo di strumento analogico e manetta, il motore avrà circa 250 ore, come nuovo, sempre tagliando con libretto originale e uso e manutenzione. Il motore va veramente bene, cambio per categoria superiore. Euro 2.500, tel. +39 320/3387057



**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 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](mailto:info@nauticafioro.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 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

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**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 - megghinox@megghinox.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



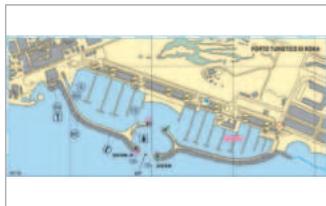
**Passerella** in alluminio verniciato bianco con piano di calpestio in teak sintetico, completa di borsa da stivaggio/trasporto (cursore della cerniera rotto, da sostituire). Dimensioni 210x28 cm, peso 9,8 kg. Euro 250, tel. +39 348/5140405



**Posto barca vendesi** Riva di Traiano, Civitavecchia, 15 metri in darsena, affittato fino a settembre 2026, euro 50.000, tel. +39 337/754597



**Posto barca vendesi** lunghezza f.t 12 metri al Marina d'Arechi Salerno, tel. +39 338/3061381



**Posto barca vendesi** Ostia Porto di Roma, 12 metri, molo E centrale, prua a sud, ampio spazio di manovra, compreso posto auto nelle vicinanze. Euro 30.000, tel. +39 335/5762713 telefonare ore serali



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**Posto barca vendesi o affittasi** a Marina degli Aregai (IM), 16x4,50 m, pontile L 63, no diga, centro porto, scadenza 2037, vendita euro 50.000, affitto euro 6.200, tel. +39 035/4428144 - megghinox@megghinox.it - Sig.ra Lara - Paola



**Scaletta telescopica** tel. +39 041/5382523 - info@campellomarine.it



**Sedia regista** Capri in legno di faggio massello tinto, teak con cerniere in ottone "marine grade", garantita per l'utilizzo in nebbia salina, inoltre, è stabilizzata ai raggi UV, con appoggi realizzati in modo da non danneggiare il ponte in teak. Ha una struttura che resiste alle sollecitazioni meccaniche dovute al beccheggio e al rollio. A richiesta è anche possibile avere colori custom, tel. +39 081/0105633 - www.woodworks.it



**Sgabello** in teak massello modello Nisida con cerniere in ottone, garantito per l'utilizzo in nebbia salina, dotato di appoggi progettati per non danneggiare il ponte in

teak. La struttura è studiata per resistere alle sollecitazioni meccaniche dovute a beccheggio e rollio. Il sedile rigido in teak massello consente, all'occorrenza, di trasformarlo in un pratico tavolino per un drink o una colazione veloce. Dispone inoltre di un sistema di bloccaggio su due altezze opzionali, 40 cm o 45 cm, tel. +39 081/0105633 - www.woodworks.it



**Tavolo ISCHIA** pieghevole in teak, ideale per l'uso in barca, ma indicato anche per casa e giardino. È realizzato a carabottino, con cerniere in acciaio inox. Può essere anche una valida alternativa al tavolo fisso, tel. +39 081/0105633 - www.woodworks.it



**Telo** copricalandra Mercury 300 V8, sviluppato da Mercury Marine per fornire una protezione affidabile e approvata per il tuo nuovo motore. Tutte le coperture per V6 e V8 presentano l'esclusivo Flap Inspection, che consente di accedere a tutte le funzioni di questi motori senza dover rimuovere la copertura, tel. +39 041/5382523 - info@campellomarine.it



**Vele varie:** Trinchetta, Code 0, Gennaker e Spy utilizzati su un 43 piedi. Condizioni differenti da vela a vela. Foto, misure e dettagli via WhatsApp +39 339/7165582

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

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

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

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

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

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

#### INDICATE THE CATEGORY

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

#### FOR PAID ADS

- I enclose a non-transferable bank check payable to Edizioni Annesi Srls.  
 I enclose a copy of the postal order payable to Edizioni Annesi Srls - Via dei Lecci, no. 26 - 00062 Bracciano (RM).  
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To repeat an ad, please fill out a new coupon and send it in. This will entitle you to have the ad republished. If the photo has already been sent previously, check the following box  and indicate the month in which it was published.

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City \_\_\_\_\_ Province \_\_\_\_\_ Postal code \_\_\_\_\_  
Phone \_\_\_\_\_ E-mail \_\_\_\_\_  
Date \_\_\_\_\_ Signature \_\_\_\_\_

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