

FEBRUARY 2026 | N. 308 | € 5,00  
DIGITAL ENGLISH VERSION

MONTHLY NAUTICAL INFORMATION MAGAZINE

# MONDO BARCA

## MARKET

WWW.MONDOBARCAMARKET.IT - POSTE ITALIANE S.P.A. - SUBSCRIPTION POSTAL SHIPPING-DL.353/2003 (CONV IN L.27/02/2004 NO.46) ART.1, PAR. 1-DRCB-ROME - AUTH NO 132/2009-PI. 22/01/2026



**COVER**

## BWA PREMIUM 32

**TEST**

IDEA 100

**FIRST LOOK**

RIVA CENTO

**Nauta**

At the far north of paradise

Sailors of Italy: the circumnavigation continues

A subtle enemy: corrosion

Quality control in fiberglass boat paintwork

The future of stabilization speaks electric: CMC Marine

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**Exclusive distribution** for newsstands in Italy: SODIP SRL with sole shareholder  
Via Monte Grappa, 7 - Bergamo  
Phone +39 02 660301 - +39 02 66030320

Registered at the Court of Civitavecchia  
No. 19 del 16.07.2009

**Printing** Tuccillo Arti Grafiche Srl

**BACK ISSUES:**

Back issues cost double the cover price.  
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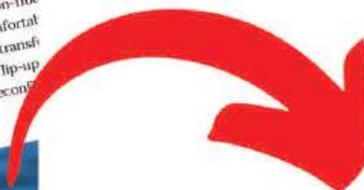
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bulwarks, lead to the cockpit, which  
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**CAYMAN 50.0  
HARD TOP**



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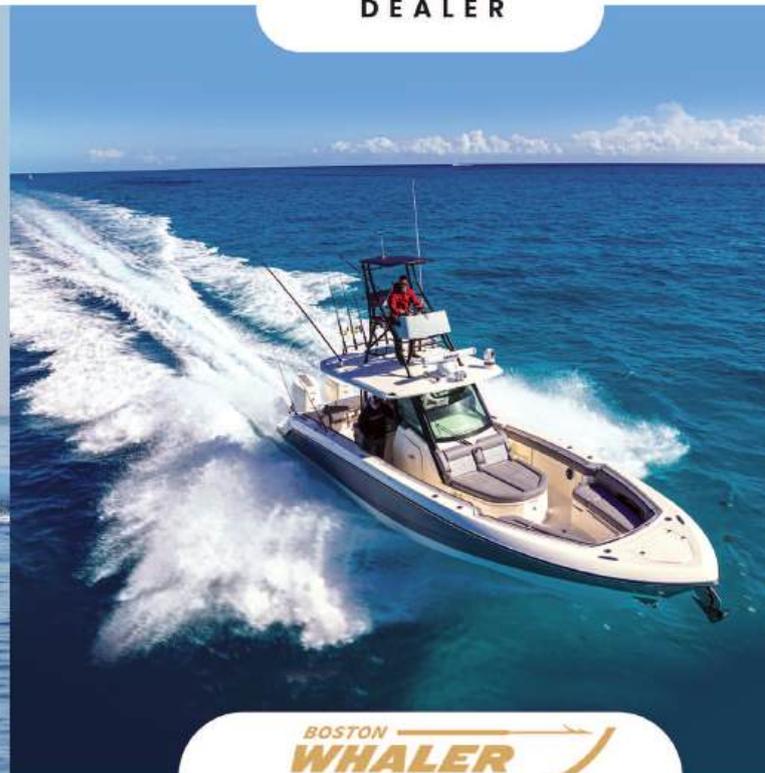
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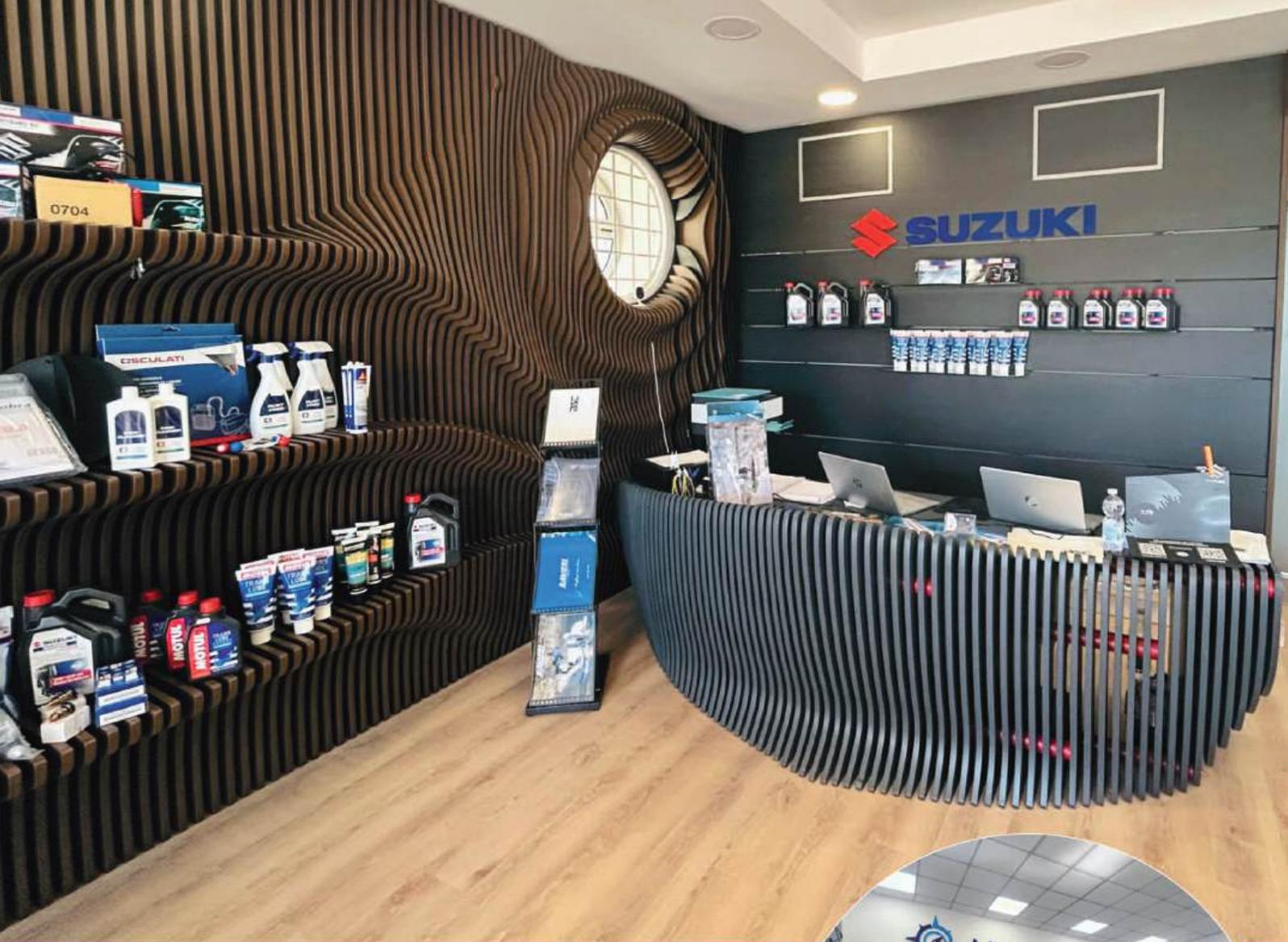


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# EDITORIAL



The February issue of Mondo Barca Market offers a detailed and technically grounded overview of contemporary recreational boating, highlighting how design, onboard systems, and build quality are playing an increasingly central role in the decisions of owners and industry professionals.

Today, boats are no longer judged solely on performance or style: what truly matters is the overall balance between hull design, layout, onboard systems, and long-term reliability — elements that ultimately define the real experience of those who live the sea.

The sea trial of the IDEA 100 by Idea Marine perfectly embodies this approach. This walkaround model from the Apulian boatbuilder stands out for a hull designed to ensure a stable running attitude even in short, choppy seas, typical of coastal waters with heavy boat traffic. Its behavior underway is smooth and progressive, with an effective ability to absorb wave motion and deliver straightforward, dependable handling across different cruising speeds.

In the inflatable segment, the test of the BWA Premium 32 confirms how the RHIB market is evolving toward increasingly high-performing and functional solutions. Modular layouts, careful attention to finishes, and a strong focus on ergonomics go hand in hand with efficient hulls capable of delivering notable performance even with moderate power — an essential factor in keeping fuel consumption in check and optimizing operating costs. And while the Riva Cento reminds us that luxury is, above all, an exercise in the highest level of engineering, this issue takes a closer look at details that often remain unseen: gyroscopic stabilization, electronic engine management, and integrated control systems.

Marcello and Noemi's journey aboard their Magician III also continues. We have reached the third chapter of their tour of Italy, a story that brings us back to the very roots of our passion: the pleasure of cruising and discovering our own coastline.

Finally, our focus broadens to design and technology. We explore the latest projects by Nauta and take stock of CMC Marine technology, analyzing how electric stabilization is reshaping onboard comfort.

There is also space for the latest developments in customs law, with Attorney Massimo Fabio, followed by a foray into the world of furnishings, featuring a focus on Cantori, a Marche-based brand and leader in interior design. An issue conceived for those who love the sea, live it fully, and want to truly understand it.

Happy reading!

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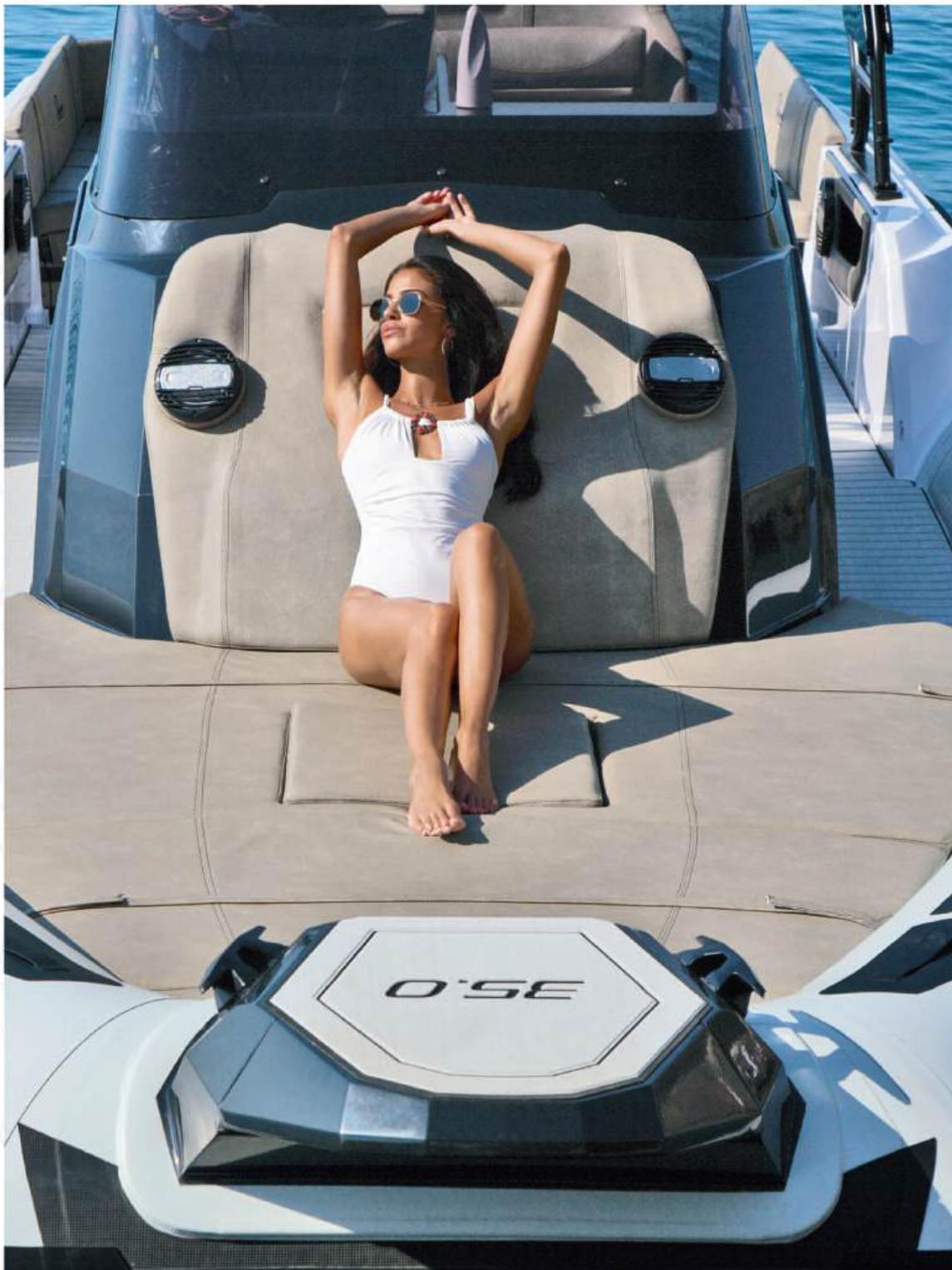
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# IDEA 100

## TEN METERS OF PURE VERSATILITY

With the IDEA 100, Idea Marine introduces a new-generation walkaround that blends taut, modern lines with a well-thought-out overall usability. We tested this boat in Genoa, equipped with twin Honda BF350 outboards — a configuration that allows a thorough assessment of both the hull's qualities and the overall balance of the design, from the sociable deck layout to the bright, carefully finished interiors.





**THE IDEA 100 IS BORN FROM A BALANCED PROJECT, WITH A CONTEMPORARY DESIGN DEFINED BY CLEAN LINES AND WELL-PROPORTIONED VOLUMES THAT ENHANCE THE HULL WITHOUT COMPROMISING FUNCTIONALITY. UNDERWAY, THE HULL PROVES TO BE SOLID AND PREDICTABLE, EVEN IN SHORT WAVES AND CROWDED WATERS, ENSURING A CONTROLLED RUNNING ATTITUDE AND EASY HANDLING. THE WELL-ORGANIZED DECK AND CAREFULLY FINISHED INTERIORS MAKE IT A VERSATILE BOAT, SUITABLE BOTH FOR DAY TRIPS AND MULTI-DAY CRUISES.**

The Apulian boatbuilder signs a ten-meter walkaround with a clearly Mediterranean vocation. It is a boat that makes an immediate impression thanks to its clean, almost automotive-inspired approach, where every element appears designed to combine aesthetics and functionality, without excess. The hull sides are sleek, visually lightened by a dark lateral window that breaks up the mass of the hull and adds dynamism to the profile.

The bow is sharp but not extreme, with moderate sheer that promises solid seakeeping, while the deckhouse remains low and well integrated, leaving room for an airy, easily usable deck.

The layout is that of a true walkaround, with wide, secure side decks that allow easy movement from stern to bow even while underway. The bulwarks are high enough to inspire confidence, yet never feel oppressive.

Forward, the area dedicated to life at anchor is dominated by a large, sculpted sunpad that takes full advantage of the beam. This section is raised relative to the cockpit and is easily accessed via two steps—one on each side—located along the side decks near the console. This solution was adopted to provide more headroom and light to the cabin below, which we will look at shortly.

The stern is wide and “muscular”, designed to accommodate substantial twin outboard power, as in the case of the two Honda V8 BF350s. These outboards are the first V8s developed by the

Japanese manufacturer specifically for the marine sector and are installed on the test boat.

The swim platforms are truly generous and highly usable, featuring an integrated ladder that facilitates access to the water and makes reboarding easy even after a swim. This is an area meant to be enjoyed: swimming, relaxation, and direct contact with the sea are part of the DNA of the IDEA 100, which does not give up sportiness but interprets it in a sociable, convivial way.

Access to the cockpit is extremely convenient via a port-side gate. Here we find the true heart of the boat. Idea Marine has opted for a welcoming configuration with two sofas — arranged in an L-shape in this case, but also available in closed or U-shaped versions — and a layout that encourages social interaction. The central table is modular to suit different needs and, as is now common on many modern boats, can also be converted into a sunpad with the addition of a cushion. Opposite the seating area is a well-equipped galley.

The presence of the sturdy hardtop — integrated into the overall design — provides effective protection from the sun without weighing down the profile, maintaining a pleasant sense of openness to the outside.

The helm station reflects the boat’s overall philosophy: modern, rational, and well organized. The instruments are grouped on a dark panel that enhances readability, with space for large displays





and intuitively arranged controls. The steering wheel is centered relative to the seat, and the driving position offers excellent visibility toward the bow and along the sides, both seated and standing. At the helm, the sensation is that of a boat designed to be driven with ease, even over long passages.

Below deck, the atmosphere changes but remains coherent. The interiors are bright, thanks to the side windows, and characterized by a sober style, with light tones and well-matched materials. The forward V-shaped dinette is generous for the category and easily convertible into a double berth, while the separate aft cabin offers good livability for multi-day cruising. The head is complete and well finished, with a separate shower and smart solutions that make the most of the available space, never giving the impression of a compromised or cramped environment.

### SEA TRIAL

The sea trial of the IDEA 100 takes place in conditions that are not entirely ideal, but precisely for this reason are particularly meaningful. Heavy traffic on the water generates short, irregular waves — the kind most commonly

encountered in real-world cruising. The sky is clear, the sun accompanies us throughout the day, and the absence of wind allows us to isolate the hull's behavior with precision, without external interference.

On board there are three people, with the fuel tank at 66% capacity and 100 liters of fresh water. Taking into account all onboard equipment, the setup closely reflects typical use during a day cruise. As anticipated, propulsion is entrusted to Honda Marine with twin BF350s — large-displacement outboards featuring a 4,952 cc V8 that ensures generous torque availability across the entire operating range. The 60-degree V architecture, combined with Honda's technological solutions aimed at efficiency and reliability, delivers smooth, progressive power, while electronic management systems optimize engine response according to rpm and load. When more thrust is required, the VTEC system comes into play, unleashing full power at higher revs and ensuring brisk acceleration and consistent performance. It is a choice that promises notable performance while also putting the overall balance of the boat to the test. Even at lower speeds, the IDEA 100 proves composed. In displacement mode, the hull advances without hesitation, with the bow always well supported and a progressive response to throttle inputs.

Once past 3,500 rpm, the transition to planing is clean and fluid: the bow quickly settles, trim stabilizes, and the boat starts to run while maintaining good comfort even over the chop generated by other vessels. It is precisely at this stage that the hull design shows its strengths, damping short waves without harsh impacts and without requiring constant corrections at the helm. Even when crossing wakes from other boats at less-than-ideal angles, the IDEA 100 remains predictable and honest, instilling confidence in those on board.

At cruising speeds between 17 and 24 knots, the boat reveals its best side. Throttle response is immediate but never nervous: the twin Honda setup delivers abundant, easily modulated thrust, while the steering provides a direct and precise feel.

During sharper turns, the boat holds a clean line, without excessive heel or loss of grip. Roll remains well contained even when encountering waves on the beam, a sign of a good balance between beam, weight, and hull geometry. Gradually advancing the throttles, the IDEA 100 enters the fast-cruising range around 30 knots. At this speed, stability remains high, although fuel consumption begins to increase more noticeably. It is a pace that the driver can maintain without fatigue, ideal for quick transfers rather than relaxed cruising.





The top speed recorded is 40.7 knots at 5,600 rpm, a noteworthy figure considering the onboard load and sea conditions.

According to the yard, the IDEA 100 can reach even higher speeds, but we stopped there.

### FINAL CONSIDERATIONS

The sea trial delivers the image of a well-balanced boat, capable of combining solid performance with intuitive, never tiring handling.

The IDEA 100 does not require aggressive driving to express its full potential and lends itself naturally even to those who favor smooth, relaxed cruising over the pursuit of outright speed.

The best compromise between comfort, pace, and fuel consumption lies between 3,500 and 4,000 rpm—an ideal operating range for cruising, allowing long distances to be covered with ease even in traffic and uneven seas. It is in this context that structural solidity, predictability of reactions, and overall navigation quality clearly emerge — factors that carry decisive weight in real-world testing.

Overall, the IDEA 100 confirms itself as a well-centered project, where contemporary design, build quality, and dynamic behavior find an effective balance.

It is not a boat seeking visual impact for its own sake, but rather a craft designed for regular use, where design choices reveal their full value especially in everyday operating conditions.

The hull proves efficient even when conditions are less than ideal, ensuring comfort and safety without demanding constant attention at the helm.

The twin Honda BF350s deliver lively yet always manageable performance, offering the flexibility to alternate efficient, relaxed cruising with faster transfers. Even at wide-open throttle, the hull shows no unruly behavior: the bow remains well planted, and the overall sensation is one of full control.

On board, there is a clear perception of order and rationality. Spaces are intelligently utilized, the deck layout is fluid and functional, and the interiors provide everything needed to extend time on the water beyond the classic day trip.

The IDEA 100 is aimed at owners seeking a sporty yet practical boat, capable of adapting effortlessly to day outings, weekends, and short cruises, without obvious compromises.

In conclusion, a solid and convincing proposition for those looking for an elegant, easy-to-handle, and genuinely enjoyable ten-meter walkaround — both at the helm and at anchor.

# IDEA 100

## TECHNICAL SPECIFICATIONS

LOA	10.20 m
Hull length	9.50 m
Maximum beam	3.05 m
Displacement	5,050 kg
Passenger capacity	10-12
Maximum power	2x400 HP
Minimum power	2x250 HP
Fuel tank capacity	767 L
Water tank capacity	200 L
Berths	4
Portholes	6
Sunbathing area	6 sq m
Panoramic glazing	2 panels of 4.8 m
Configurable aft seating	8-10 people
Available hull colors	White, Blue, Black Blue, Black, Light Grey, Dark Grey, Deep Grey, Black Grey
CE certification category	A-B
Hull price starting from	€ 150,000 + VAT



## CONDITION ON TEST

Location	Genoa
People on board	3
Weather and sea conditions	sun, irregular waves
Fuel volume on board	66%
Water volume on board	100 l

## ENGINE

Outboard	2 x Honda BF350
----------	-----------------

## HONDA BF350

Power	257.4 kW (350 CV)
Number of cylinders	8 a V 60°
Engine speed range	5,000 – 6,000 rpm
Displacement	4,952 cc
Weight (propeller included)	355 kg
Gear ratio	1.79:1
Price	€ 37,933 per engine € 75,866 for twin engines

Prices include propellers and VAT

## CRUISING SPEED

**4.000** | **24,1** | **84**  
rpm                      knots                      l/h

## NAVIGATION DATA

RPM	SPEED knots	CONSUM. l/h	CONSUM. l/nm
1,000	8	24	3.00
1,500	10.3	36.4	3.53
2,000	12.5	49	3.92
2,500	13.8	53.4	3.87
3,000	14	58	4.14
3,500	17	62	3.65
4,000	24.1	84	3.49
4,500	30	131.4	4.38
5,000	34.8	180	5.17
5,500	39.4	214	5.43
5,600	40.7	238	5.85

*Fuel consumption refers to the total propulsion system*

## SHIPYARD

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# RIVA CENTO

THE COLLECTOR'S OPEN YACHT THAT REINVENTS  
THE RIVA LEGEND

by Elisa Annesi

Riva redefines its concept of the open yacht with the Cento, the latest limited-edition creation from the renowned Sarnico shipyard. Unveiled at the Cannes Yachting Festival 2025, this exclusive boat celebrates the brand's iconic style, reinterpreted in a contemporary key with meticulous attention to both aesthetic and functional details.



Produced in just twelve units, the Riva Cento combines classic elegance with innovative solutions designed for maximum onboard comfort and practicality. The project is signed by Mauro Micheli and Sergio Beretta of Officina Italiana Design, in collaboration with the Product Strategic Committee chaired by Eng. Piero Ferrari and Ferretti Group's Engineering Department. Measuring 11.88 meters overall with a maximum beam of 3.50 meters, the Riva Cento stands out for its sleek, flowing profile that balances sportiness and elegance, embodying the character typical of luxury 12-meter open yachts.

The hull finish is available in two refined tones: the sophisticated Fireworks Black, a metallic black that emphasizes the smooth lines, and the elegant Aluminium Light Grey. The leather upholstery, featuring fluted details inspired by 1950s and 1960s automobiles, is offered in Biscuit or an Aquamarine-and-White combination, evoking the iconic Riva Anniversario palette.

One of the yacht's highlights is the aft area, designed as a true beach zone: the electro-hydraulic flip-down transom, equipped with integrated mahogany steps, reveals two chaise longues convertible into sunbeds, two dedicated storage compartments for fenders and a Seabob, and a retractable gangway integrated into the transom that automatically deploys for easy boarding.

**THE RIVA CENTO IS A LIMITED-EDITION COLLECTOR'S YACHT, A SYMBOL OF MADE IN SARNICO AND RIVA'S ICONIC STYLE. EVERY DETAIL, FROM THE GLOSSY MAHOGANY FINISHES TO THE ADVANCED TECHNOLOGICAL SOLUTIONS, REFLECTS THE PERFECT BLEND OF RIVA HERITAGE AND CONTEMPORARY INNOVATION, MAKING THIS OPEN YACHT A UNIQUE PIECE FOR ENTHUSIASTS AND COLLECTORS ALIKE.**



WATCH THE VIDEO





Underwater lights complete the area, enhancing safety and visibility during nighttime maneuvers.

#### **COCKPIT AND RELAXATION AREAS**

Midship, a large sunpad precedes a spacious cockpit with a C-shaped sofa and a glossy mahogany table with a lift-lower mechanism; when folded down, the table combines with the cushions to create an additional sunbathing area.

The electro-hydraulic retractable bimini, integrated into the sofa backrest, allows the cockpit to be shaded from the sun with a simple gesture. Functionality is further enhanced by numerous storage compartments: the aft section accommodates spaces for life jackets and shoes, while the sides of the cockpit feature multifunctional units with fridge, sink, work surface, and refrigerated drawers, ideal for preparing cocktails or keeping drinks at the perfect temperature.

#### **HELM AND ONBOARD TECHNOLOGY**

The helm of the Riva Cento combines aesthetics with advanced technology.

The captain and co-pilot seats are ergonomic, while two Boening displays (15" and 24") integrate engine data, navigation, charts, Seakeeper, and audio system information. Maneuvering is supported by a Volvo Penta joystick, aided by an electric bow thruster.

On the hull side, the iconic searchlight, inherited

from the Aquarama and Aquariva models, is mounted, while the new stainless-steel profile with a glossy mahogany inlay and the "Riva" lettering accompanied by small stars pays respect to the shipyard's historic models.

#### **INTERIORS AND BELOW-DECK COMFORT**

The lower deck offers a bright, welcoming open space. On starboard is a fully equipped galley, while to port the head features a separate shower box. The large forward sofa, following the hull lines, can be converted into a double bed by extending a panel from the central locker.

The expanded skylight and side windows allow abundant natural light to enter, creating an elegant and inviting atmosphere even at night.

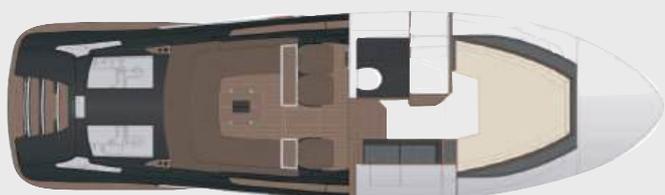
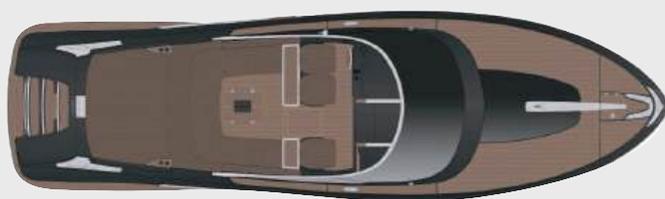
#### **PROPULSION AND PERFORMANCE**

The Riva Cento is powered by twin Volvo Penta D6 440 Aquamatic Duoprop DPI engines, capable of reaching a top speed of 40 knots and a cruising speed of 31 knots.

Volvo Penta software automatically adjusts the stern drive trim, optimizing attitude, fuel consumption, and comfort, while enhancing acceleration and overall performance.

Stability, both underway and at anchor, is ensured by the Seakeeper NG6 gyroscopic stabilizer, standard on all units.

# RIVA CENTO



## TECHNICAL SPECIFICATIONS

LOA	11.88 m
Hull length	11.72 m
Waterline length	10.14 m
Maximum beam	3.5 m
Draft	1,2 m
Passenger capacity	8
Engines	2 x Volvo Penta D6-440
Engine power	440 HP
Maximum speed	40 nodi
Cruising speed	31 nodi
Range at cruising speed	20 nm

## SHIPYARD

### FERRETTI S.P.A.

Via Ansaldo, 7  
47122 Forlì (FC)  
Tel. +39 0543 787511  
[www.ferrettigroup.com](http://www.ferrettigroup.com)  
[www.riva-yacht.com](http://www.riva-yacht.com)

# BWA PREMIUM 32

## STYLE AND SAFETY

by Luciano Pau

“Premium” designates a model that blends sporting qualities with a thoughtfully crafted layout and modern lines. The hull performs admirably, even when the boat isn’t powered with the maximum allowable horsepower — in our case, 200 HP less than the top certification rating.







You say “Premium”, and immediately you think of something special, designed with particular styling, materials, or extra features.

And indeed, it is so, because the adjective is often used to distinguish widely consumed products from more luxurious ones, whether in the automotive field or, more simply, in the services sector.

In the case of our test, the adjective is used by BWA, a Ribitaly brand, to identify a range that currently includes three models: Premium 32, 34 Premium, and 40 Premium.

Three sizes to meet the needs of a wide range of users, but all sharing a common denominator: a carefully designed and elegant layout.

The Premium 32 under review is a new model, presented in preview in September 2025 at the Genoa International Boat Show. It is a RHIB almost ten meters in overall length (exactly 9.65 meters), with an overall beam of 3.55 meters.

The tubes are made of black rubberized fabric, very sporty, tasked with stabilizing the boat both underway and at rest, resting on the water with the aft

section and completely eliminating annoying roll.

Their functionality is also highlighted during turns, as we will see later, providing support and guiding the maneuver.

But let’s discover it in detail!

We start from the bow, more precisely from the fiberglass swim platform, topped with a synthetic teak surface or, alternatively, natural teak.

It is a convenient base for boarding or disembarking and has stainless-steel cleats for securing mooring lines.

Just below, another teak step facilitates access to the deck or descent to the shore.

From here begins the wide locker deck, which includes: a locker at the extremity for the electric winch drum, followed by a deep trapezoidal compartment housing the table stem, whose lid is equipped with locks and gas pistons.

Placing the cushions in this area creates a sunbed suitable for at least two people, but if you add — the table and its cushion between the sunbed and the forward console seat — the solarium extends in

**MODERN STYLING, COMFORT, AND CONTROL: THE BWA PREMIUM 32, EQUIPPED WITH TWIN HONDA BF200 V6S, PROVES THAT EVEN WITHOUT THE MAXIMUM INSTALLABLE POWER, IT IS POSSIBLE TO ACHIEVE STRONG PERFORMANCE AND A BALANCED, REWARDING DRIVING EXPERIENCE.**



length, reaching all the way to the console. Alternatively, with the table raised, the forward console bench becomes an extension of the sunbed, convenient for having a meal.

On the tubes, there are rubberized grab handles to provide secure handholds for passengers.

Those seated on the bench opposite the console have two stainless-steel handrails for the same purpose.

All cushions are made of closed-cell foam, making them waterproof and buoyant in case of falling overboard.

The helm console is central and, on the model we tested, is covered by an optional Total Black t-top.

Its configuration places the pilot area on the starboard side, with a footrest, a tall protective windshield, compass, a generous instrument panel to accommodate multiple displays, a three-spoke Premium sport steering wheel, a switch panel, and, on the port side, a sliding acrylic door.





Through this door, you access the cabin, which comes as standard with lighting, a marine WC, and a hatch, but without a separate toilet room, which is available separately and installed on the test model.

Pilot and co-pilot have a single bench mounted on the console, with a liftable front cushion and fixed backrest.

Below, two drawer refrigerators stand out, which only one is standard. At the stern, flipping the seat toward the console reveals a bar corner with sink, where an optional gas stove can be added.

The aft dinette, with opposing sofas, lends itself to various uses. Adding the central table — optionally available with electric lift — creates a dining or

relaxation area. Lowering the table to locker level produces a second sunbed.

Without the table, it serves as opposing seating for passengers. Beneath both benches are additional lockers for gear and accessories.

The only remaining area to discover is the extreme aft section. Accessible via a convenient starboard hatch, this area includes the anti-reflow cockpit and the XL swim platforms supplied as standard, which one of them has an integrated ladder.

In the center of this area sit the two Honda BF200 V6 engines, one of the main new releases from the Japanese manufacturer, also presented in Genoa last September.

The BF200 V6 is a four-stroke

outboard that shares all mechanical and electronic components with the new-generation BF250 V6 (the top of the V6 series): 3,583 cc displacement, 24 valves, BLAST, PGM-FI fuel system, 90 A alternator, and ECOmo; the VTEC system is missing.

The new electronics, derived from the V8 engines (BF350 and BF300), benefit from: an iST control box with Cruise Control (useful for maintaining the same speed in all navigation conditions), an automatic trim regulator (three settings to adjust trim according to conditions), and a controlled lifter (to prevent excessive engine tilt and damage to the hull).

### SEA TRIAL

Well, after observing and describing it, let's go test it! We are in Garlate, on Lake Como, on a pleasant day more that feels like more October rather than November.

The temperature is cool but manageable, the sun is shining, and the reflection of the mountains on the lake is truly suggestive.

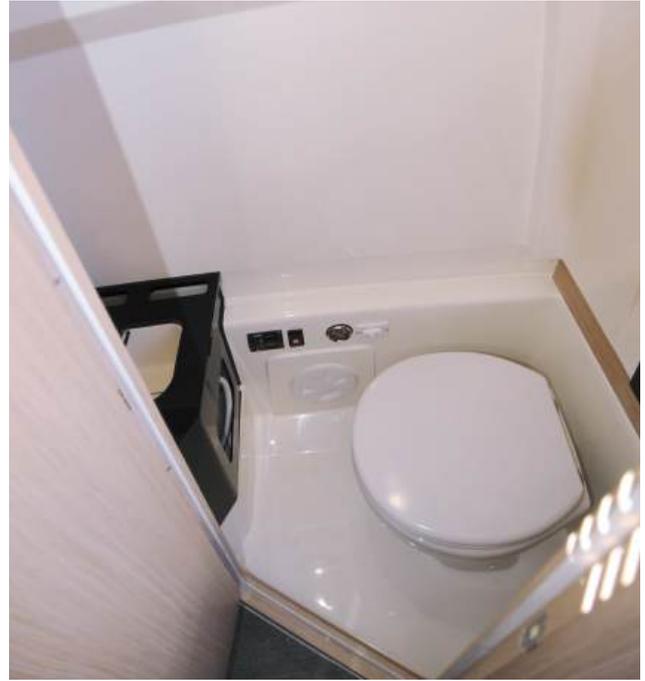
On board are four people, and the fuel tanks, whose total capacity is 540 liters, contain approximately 124 liters of fuel.

No freshwater, but we have the battery charger, batteries, the cabin fitted with the separate toilet, and the t-top, along with all the required equipment. I want to emphasize immediately, even before starting the engines, that the installed power ( $2 \times 200$  HP) is well below the maximum installable  $2 \times 300$  HP.

Two hundred horsepower less is significant, so, although the load is not excessive, I am genuinely curious to see how the test will go.

Safety lanyard attached, engines started, and the first touch to the lever (in reality only one because I activated the "one lever" function) brings us to 1,000 rpm.





The speed is 4.6 knots, with a total hourly consumption of 7.4 liters.

At 2,000 rpm, the ECOMo system engages, a feature of the new electronics that will help us consume just the right amount.

We find this out thanks to the green lights on the console instruments.

At 2,700 rpm, the roughly 3,200 kg RHIB configured as ours shifts from displacement to planing mode, the instruments show 11.5 knots and 34 liters/hour.

I gradually increase pressure on the iST control, reaching 3,500 rpm, which results in a speed of almost 23 knots and total consumption of 48 liters/hour. At 4,050 rpm, the speed is 27.5 knots, consuming 61 liters/hour.

A good cruising speed that allows hours of navigation with adequate autonomy and peace of mind.

At 4,550 rpm, the ECOMo system disengages, recording 31.7 knots at 80.5 liters/hour.

The trims remain negative and are not activated yet. 5,000 rpm, 5,550 rpm, and 5,600 rpm follow.

This is the last value achievable without using trims. The instruments indicate 39.5 knots and 148 liters/hour total.

At this point, I engage the trims: first at 15%, gaining 200 rpm (5,800 rpm) and almost 2 knots (41.3 kn), with consumption unchanged. Then at 20%, another 50 rpm (5,850 rpm) and 0.7 knots (42 kn), still with no change in consumption.

Finally, at 40%, we reach 6,100 rpm, 44 knots, and total consumption of 149 liters/hour.

Further trim adjustments could still increase RPM slightly, but is it necessary?

Personally, I am already satisfied with the results achieved so far.

Now let's focus on the boat's handling. It is undoubtedly a fun RHIB, not overly demanding to drive.

The hull is well-stabilized on the water, the tubes provide proper support, the hydraulic steering is balanced and assists with wheel control.

In turns, the response is quick and precise, even when approaching 30 knots. Not a single splash reaches the deck.

True, there are no waves, but for personal curiosity, I start drawing increasingly tight circles to test two qualities: first, how sharply it can turn without causing propeller ventilation — no such phenomenon occurs — and second, how the bow reacts to passing through slightly choppy water.

The result? I only notice it after having passed over it.

At that point, I remember that we have 200 HP less than the maximum installable, and the question arises naturally: "What results would I have obtained with those extra 200 HP?" At the moment, I do not know. Perhaps there will be another opportunity, but for now I can say that, even at reduced power, the performance is more than adequate.

# BWA PREMIUM 32

## TECHNICAL SPECIFICATIONS

LAO	9.65 m
Internal length	8.75 m
Beam overall	3.55 m
Passenger capacity	20
Maximum power	2x300 HP
Fuel tank	540 l
Hull weight (empty)	approx. 2,400 kg
CE certification category	B
Hull starting price	€ 121,000 + VAT

## HONDA BF200 V6

Technology	4-stroke SOHC
Power	200 HP
Number of cylinders	V6 60° – 24 valves
RPM range	5,300 – 6,300 rpm
Displacement	3,583 cc
Bore x Stroke	89 x 96 mm
Alternator	12V 90 A
Fuel system	PGM-FI (programmed electronic fuel injection)
Weight	297 kg
Gear ratio	2:1
Price starting from	(DBW version) € 25,291 Silver € 25,591 Grand Prix White € 25,891 Sporty White

## EQUIPMENT

### STANDARD

Side portholes with tempered glass; cabin with furnishings, cabinets, and cushions; compass; High-Performance hull; console complete with dashboard for controls and instruments; stainless steel handrails on console; full exterior cushions with closed-cell foam; drawer fridge; forward lockers convertible to sunpad; electrical system; external sink and shower; cabin interior lights; LED navigation lights; VTR bow pulpit; deck and walkway in teak or synthetic teak; extra-long integrated aft swim platforms; bilge pumps; sunpad extensions; electric anchor windlass with anchor and chain; stern ladder and boarding handles; 540 l stainless steel fuel tanks; 72 l freshwater tank with autoclave; marine WC with black water tank and three-way valve; external table; Premium steering wheel.

### MAIN OPTIONALS ON THE TESTED BOAT

Cabin layout with separate WC and shower; battery charger with shore power connection and cable; gas stove; 9" GPS Eco with stereo system and horn; cockpit lights; Total Black T-top; second drawer fridge; electric aft table with pedestal.

## CONDITION ON TEST

Location	Lake Como, Garlate (LC)
People on board	4
Weather and sea conditions	Sunny, calm waters
Fuel on board	124 l
Fresh water on board	0 l

### ENGINE

Outboard engines	2 x Honda BF200
Propeller	3-blade stainless steel 15 3/8" diameter, 18" pitch

### CRUISING SPEED

**4.050** | **27,5** | **61**  
rpm                      knots                      l/h

## NAVIGATION DATA

RPM	SPEED knots	CONSUM. l/h	TRIM %
1,000	4.6	7.4	0
1,550	6.1	13.8	0
<b>2,000</b>	<b>7.2</b>	<b>22.4</b>	<b>0</b>
<b>2,500</b>	<b>8.9</b>	<b>27</b>	<b>0</b>
<b>2,700</b>	<b>11.5</b>	<b>34</b>	<b>0</b>
<b>3,000</b>	<b>16.7</b>	<b>38.5</b>	<b>0</b>
<b>3,500</b>	<b>22.8</b>	<b>47.7</b>	<b>0</b>
<b>4,050</b>	<b>27.5</b>	<b>61</b>	<b>0</b>
<b>4,550</b>	<b>31.7</b>	<b>80.5</b>	<b>0</b>
5,000	35	108	0
5,550	39	146.5	0
5,600	39.5	148	0
5,800	41.3	148	15
5,850	42	148	20
6,000	43	148.7	30
6,100	44	149	40

*Fuel consumption refers to the total propulsion system*

\*ECOmo mode

## SHIPYARD

### RIBITALY S.R.L.

Via Solferino, 7  
20121 Milano  
www.bwa.it  
ribitaly@ribitaly.com



# AT THE FAR NORTH OF PARADISE

by Davide Acone

When you think of a tropical paradise to dive into for a full immersion in fishing and nature, the Maldives undoubtedly come to mind first. And if we're talking about a remote fishing island in the northernmost atoll of the archipelago, far from mass tourism, the dream of spending a week fishing in those almost untouched waters might keep you awake at night.

White sandy beaches, crystal-clear waters at the perfect temperature to cool off from the tropical sun tanning your skin, wild vegetation, and absolute silence... Picture yourself there, on that beach washed by the lagoon of a Maldivian atoll, in the shade of a palm tree gently bent by the wind, enjoying your well-earned winter rest.

Can you see it? Good. Now forget all of that, because you've come this far to be on a boat at 6:00 a.m., returning at 6:00 p.m., venturing out into the open Indian Ocean to face waves and wind in search of adrenaline, sometimes even jigging at noon under a scorching sun and 95° temperatures!

The only tan you'll have when you return will be the marks from your clothes, gloves, and shorts. But after all, we're fishermen, not guests at a luxury resort...

### THE FISHING AREA

The far northern area of the Maldivian archipelago covers an extremely vast territory of roughly 8,000 square kilometers of islands, drop-offs, shoals, and coral reefs where we can concentrate our fishing efforts. The far north has been divided by the Maldivian government into six separate atolls: Ihavandippolhu, Haa Alifu, Haa Dhaalu, Shaviyani, Noonu, and Maamakunudhoo — truly a huge

expanse!

In Haa Dhaalu, the central atoll of the far north, specifically on Hanimaadhoo Island, there is a small fishing lodge, our base for daily fishing trips.

From there, depending on the season and current conditions, it is easy to reach all the other atolls, ensuring we can always find a spot with active fish.

### MALDIVIAN BIG GAME

Although the islands are ideal for heavy popping and jigging along the reefs, moving just a little further offshore brings us into incredible depths, perfect for trolling in the open ocean.

Those waters are rich in wahoo, dorado (mahi-mahi), sailfish, yellowfin tuna, and with a bit of luck, even the occasional black marlin.

For this reason, mixed setups using minnows and kona lures are preferred, unless the goal is to target sailfish and marlin exclusively.

Using six rods, two will run on outriggers at 50–60 m armed with kona lures, one long center rod at 80–100 m (shotgun) also with kona, two more in the wake at 30–50 m with medium-to-large minnows, and a final short center rod at 15–20 m with a kona. The rods on the outriggers and the shotgun will primarily target billfish, especially sailfish, but wahoo are always a possibility - with their razor-sharp teeth

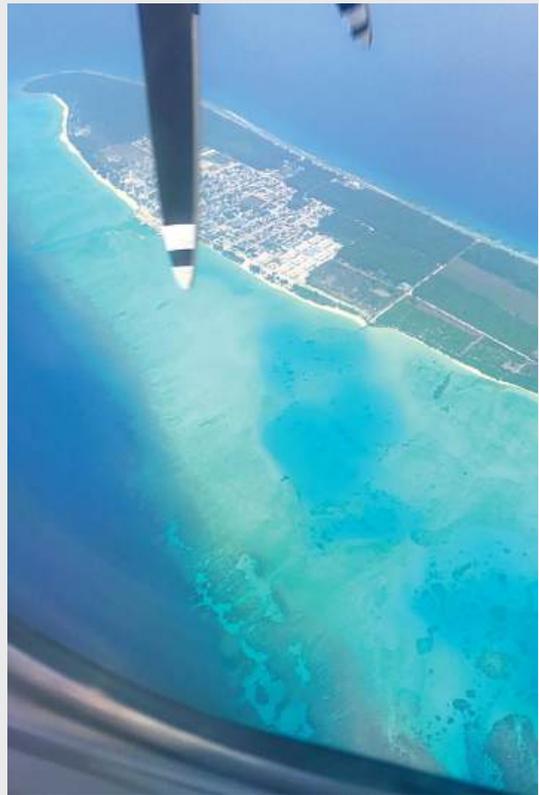


### HOW TO REACH HANIMAADHOO

This small island, located at a considerable distance from Malé, the main island of the archipelago where intercontinental flights land, cannot be reached by taxi boat. A domestic flight of about two hours — or slightly less — is required.

To reach Malé from Italy, several airlines operate flights, some even offering direct connections, while others require a stopover (in Dubai or Doha). In planning our flight, we take into account the fact that we may be bringing a lot of luggage, including fishing gear or other essential items. Choosing a carrier with a not-so-great reputation just to save a few hundred euros could lead to significant inconveniences, such as delayed baggage — the nightmare of every traveler.

So, from Italy, we will fly for approximately 11 hours, plus a few additional hours for any layovers, to reach Malé. From there, we will catch the connecting flight, and after roughly two hours, we will finally land in Hanimaadhoo, ready to start our long-awaited week of fishing.



they can shred our kona skirts. The rods with minnows provide constant excitement, triggering frequent runs from wahoo, dorado, and yellowfin tuna. Occasionally, sailfish will show interest, giving small strikes across multiple rods before committing to the kona for the decisive run. Rarely will billfish strike the minnows.

In a mixed setup, trolling speed is always dictated by the lures, so we never exceed 6.5–7 knots. At the strike, we must quickly identify the fish on the line: with wahoo, tuna, or dorado, it is better to maintain a straight course, perhaps slowing slightly to ease retrieval while pumping the fish. In contrast, with sailfish — and even more so with marlin — it is essential to reel in all other rods and assist with the

boat during the fight.

### THE BOATS

In the Maldives, it's not easy to find an offshore fisherman boat as we know it... Most fishing vessels are “dhoni”, slow wooden boats, sometimes quite large, with unusual shapes and wide, low sterns.

Fishing from dhoni is enjoyable due to the huge space at the back, though their top speed is only 6–7 knots, making offshore trolling partly a way to pass the time during long transfers.

The remaining boats are open “speedboats” ranging from 7 to 12 m, with outboard engines, usually built by local shipyards. These are ideal for popping and jigging, thanks to their wide, clear bow.

Two speedboats are permanently

stationed on Hanimaadhoo, available for offshore trips.

Unlike dhoni, speedboats allow rapid transfers within an atoll or between atolls.

Here, currents — and therefore conditions — constantly change, ensuring access to areas with active fish.

### THE GEAR

For offshore fishing, we don't need extreme rod ratings unless we are specifically targeting marlin.

For mixed trolling, rods rated between 12 and 30 lb are used. The choice depends on the probability of hooking a big fish: heavier rods for kona lures to account for the slight chance of a black marlin, lighter rods for minnows, which are more fun to fight.



Reels should be fast and capacious, with precise drag. Preferred lures are kona, 15–30 cm, with proper rigging, attached to the main line via a shock leader at least 1 mm in diameter. Minnows should be sizable (at least 14 cm), either blade or non-blade, rigged with large single hooks or trebles. Occasionally, 30–40 cm of steel leader is added due to the wahoo’s deadly teeth, but personally, I rarely use it and have never had major issues. I also advise against bird or teaser lures on the main line, as they can attract attention and result in cut lines from aggressive fish. Essential gear also includes a fighting belt (non-leg harness) and gloves.

# SAILORS OF ITALY: THE CIRCUMNAVIGATION CONTINUES

THE JOURNEY CONTINUES WITH MARCELLO AND NOEMI

by Marcello Mainardi

We continue the story of our journey around Italy by sea aboard the Magician III, an Eolo Marine 590 Day transformed, mile after mile, into a true floating home. After the first legs from Varazze to Castiglione della Pescaia, we are now ready to share the next part of this adventure, made up of long navigations, special encounters, and new milestones reached on the deep blue.



### NINTH LEG

**Departure:** 08/08/2025

*Positano (mooring buoys) – Maratea Port;*

**Distance:** approx. 70 nautical miles;

**Average speed:** 10 kn;

**Weather:** sunny, wind < 2 kn;

**Boarding:** 8:30 a.m., arrival in Maratea: 5:30 p.m.

We leave our buoy in front of Positano shortly after 8:30 a.m., with a day that promises to be magnificent. After a very brief stop (unfortunately) in Amalfi, just for refueling, we set off toward Maratea. We follow the route indicated by Navionics, cutting straight through the various gulfs we encounter, until reaching the Cilento Marine Protected Area.

Here we are immediately struck by the color of the water, which has already changed dramatically since our last stop: crystal-clear water that allows us to see the seabed despite nearly 10 meters of depth! We drop anchor just outside the restricted zone of the marine park and enjoy a refreshing swim in this postcard-perfect sea.

Around 2:30 p.m., we resume navigation, reaching Maratea around 5:30 p.m. We are kindly assisted in mooring at our berth and can then go explore Maratea, where we have dinner and spend the evening.

### TENTH LEG

**Departure:** 09/08/2025

*Maratea Port – Tropea (overnight at anchor);*

**Distance:** approx. 83 nautical miles;

**Average speed:** 20 kn;

**Weather:** sunny, afternoon Mistral wind > 13 kn;

**Boarding:** 7:20 a.m., arrival in Tropea: 11:30 a.m.

Early in the morning, we greet the Christ statue that rises on the mountain above us, arms outstretched. We pass near the islet of Santo Ianni and, with comfortable navigation (again, calm seas), at an average speed of 20 kn, we reach Tropea in 4 hours, anchoring near the famous Capo Vaticano. The place, as one might expect, is crowded with boats passing at high speed, disturbing those at anchor. Another drawback is the excessively loud music on some boats; at least we are consoled by pool-blue water.

The cherry on top of a less-than-perfect afternoon: a boat rented by inexperienced young people



Entering the port of Maratea.

clumsily collides with us as they try to anchor nearby. Fortunately, no damage occurs; moreover, their politeness and friendliness allow us to take the episode with a smile. In fact, we take the opportunity to offer a few tips on how to perform certain maneuvers correctly.

Toward evening, we look for a cove where we can spend the night; having found the perfect spot, we drop anchor and witness a beautiful sunset.

The vegetation on the surrounding hills seems to have burned recently, as stones occasionally fall to the ground and into the water (no longer held by roots of the burned vegetation).

Noemi is slightly worried that one of these stones could hit us, but the distance is truly reassuring.



Dinner being prepared in Tropea.

Logbook: Part 3



Sunset in front of the Aeolian Islands.

We enjoy the evening with an excellent dinner and a calm, restful night, lulled by the gentle roll of the boat.

**ELEVENTH LEG**

**Departure:** 10/08/2025

*Tropea – Patti (Messina, overnight at buoy);*

**Distance:** approx. 50 nautical miles;

**Average speed:** 17 kn;

**Weather:** sunny, wind > 5 kn;

**Boarding:** 8:30 a.m., arrival in Patti: 1:00 p.m.

After a peaceful night, we raise anchor and head toward the Strait of Messina.

It's exciting to see the pylon clearly marking the strait — another milestone reached.

In the distance, we again spot a few dolphins, their unmistakable fins cutting through the water.

Before crossing the strait, we divert our course toward Sicily, specifically Patti near Capo d'Orlando. Here we are guests of Gaetano, owner of Eolo Marine, the parent company of the Magician. After tying up to a buoy, Gaetano welcomes us and takes us ashore with his tender, which will later be at our disposal to return to our



Together with Gaetano and Mariachiara Fortunato from Eolo Marine.

boat. We meet his wife and his sister (also a partner), Mariachiara, who are equally hospitable, kind, and elegant. Gaetano shares the story of Eolo, founded in the 1970s by his father Achille, with interesting details about the production of

Logbook: Part 3



Palinuro.



Moored at Porto Bolaro.

their fleet — a shining example of Made in Italy!

We remain guests all afternoon, and even at dinner, they insist we stay. We witness a magnificent sunset just behind the Cape with the Aeolian Islands in the background, and after dinner, around midnight, under the moonlight, we return to the Magician.

The next day holds another great milestone: crossing the Strait of Messina!

#### **TWELFTH LEG**

**Departure:** 11/08/2025

*Patti (Messina) – Porto Bolaro  
(Reggio Calabria);*

**Distance:** approx. 46 nautical miles;

**Average speed:** 18 kn;

**Weather:** sunny, wind < 8 kn;

**Boarding:** 8:30 a.m., arrival in Porto Bolaro: 3:30 p.m.

After a peaceful night, we slowly leave Patti, following the coast of this beautiful area. We reach Capo Tindari, where we anchor for a stop at a

stunning beach with crystal-clear water and breathtaking natural scenery.

After an hour of snorkeling, completely alone with no other boats around, we leave this paradise and continue toward Scylla and Cariddi in the Strait of Messina.

The sea is once again favorable, calm with little wind.

After passing the gulfs of Patti and Milazzo, we enter the Strait of Messina.

Here, however, we face a current with choppy, irregular waves, the boundary between calm water and the current clearly visible to the naked eye.

We proceed slowly, avoiding breaking waves on the hull to prevent uncomfortable spray, as the wind begins to pick up. We spot the “Ganzirri” fuel station and cautiously moor at the dock, given the strong opposing current.

During approach, a strange optical illusion appears: the nearby hills seem to move,

almost sliding relative to the land in front, likely due to the sea current.

The attendant informs us that they are temporarily out of fuel, with a delivery expected around 2:00 p.m. Since it's not yet noon, we ask if we can moor and take the opportunity to explore the village — a request kindly granted.

On land, we reach the inland lake, just 200 meters from the sea, and enjoy a fantastic lunch of Sicilian “bombe” and exquisite arancini.

After lunch and refueling, we resume navigation.

We cross paths with the Palinuro, the beautiful and elegant Italian Navy training ship, similar to the Amerigo Vespucci, though slightly smaller.

We pass Reggio Calabria and arrive at Porto Bolaro at 3:30 p.m., a magnificent marina with very few slips, reserved exclusively for transits.

The water is so inviting that we

immediately jump in straight from our berth!  
Probably the best marina we have ever been hosted at.

**THIRTEENTH LEG**

**Departure:** 12/08/2025

*Porto Bolaro – Roccella Ionica;*

**Distance:** approx. 58 nautical miles;

**Average speed:** 11 kn;

**Weather:** sunny, wind 3 kn in the morning, 15 kn in the afternoon;

**Boarding:** 9:30 a.m., arrival in Roccella Ionica: 1:00 p.m.

Leaving the magnificent Porto Bolaro around 9 a.m., we set course for Roccella Ionica. Until noon, the sea is calm and the wind intermittent. For the first half of the journey, Noemi steers, then I take over for the final, more challenging stretch: a headwind picks up to 12–15 kn, raising choppy waves that crash against the hull, drenching us in salt from head to toe.

The last 10 miles take us over an hour. Finally, at 1:00 p.m., we reach Roccella Ionica, where we are assigned a comfortable berth with a finger pier.

We also manage to wash the salt off the Magician. In the afternoon, we meet Dario, a sailor who has docked next to us.

We quickly become friends aboard his 6-meter boat, the same length as our semi-cabin. He is also traveling around Italy (Savona–Lignano Sabbiadoro), but by sailboat.

What a coincidence! Due to strong northeast winds, we



With Dario, a sailor making a tour of Italy just like us.

need to stay an extra day in Roccella Ionica. Better to rest than to challenge the weather conditions.

**FOURTEENTH LEG**

**Departure:** 14/08/2025

*Roccella Ionica – Marina di Policoro;*

**Distance:** approx. 150 nautical miles;

**Average speed:** 16 kn;

**Weather:** sunny, wind < 3 kn;

**Boarding:** 6:50 a.m., arrival in Marina di Policoro: 7:30 p.m.

Today is the longest leg of the entire Italian circumnavigation. We wake up early at 6:30 a.m. and cast off shortly afterward. Leaving the port of Roccella Ionica, I hand the helm to Noemi, who navigates until the port of Crotona, covering about sixty miles toward the Gulf of Squillace.

We pass Capo Rizzuto and Capo Colonna until we reach Crotona, where I take over from Noemi at the helm.

Near the Sibari Lakes, we anchor in 4 meters of crystal-clear water, facing a long deserted beach.

After lunch and a refreshing swim, we continue and, after another 30 miles, arrive in Policoro in the evening.

We moor, enjoy a rejuvenating shower, and rent the electric bikes available at the marina to reach Policoro’s waterfront, where we have dinner and spend a pleasant evening.

A long leg today, which also marks the turning point of our journey!

**FIFTEENTH LEG**

**Departure:** 15/08/2025

*Policoro – Gallipoli, Porto Gaio;*

**Distance:** approx. 55 nautical miles;

**Average speed:** 18 kn;

**Weather:** cloudy;

**Boarding:** 10:00 a.m., arrival in Gallipoli, Porto Gaio: 3:00 p.m.

We sail along the Gulf of Taranto, except for a cut along the Mar Grande, arriving at Punta Prosciutto, where we drop anchor just outside the Marine Protected Area.

Today the sky is not ideal: light clouds alternate with darker ones, with occasional showers, which we luckily manage to avoid.

In the late afternoon, we raise anchor and reach the characteristic Porto Cesareo, then Gallipoli.

Our goal is to find a spot to spend the night at anchor: the forecasts predicts no wind and overcast skies, but no rain.

Despite finding many beautiful

Logbook: Part 3

coves, none are suitable for anchoring due to deep, rocky seabeds.

Darkness falls, so we must anchor, even in a less-than-optimal location. Indeed, after dinner, waves become rather annoying.

Instead of staying, we seek shelter in the nearby Porto Gaio of Gallipoli. Fortunately, the kind harbor master offers us a berth for the night.

The next day, he invites us to stay as long as we like, with no charge for transit.

Another great example of kindness, hospitality, and generosity — values far from lost, and ones this journey has reminded us of.

### SIXTEENTH LEG

**Departure:** 16/08/2025

*Gallipoli, Porto Gaio – Otranto;*

**Distance:** approx. 52 nautical miles;

**Average speed:** 17 kn;

**Weather:** sunny, wind 8 kn;

**Boarding:** 9:30 a.m., arrival in Otranto: 4:20 p.m.

After a peaceful night in the port, we cast off at 9:30 a.m. Navigation is complicated by a choppy sea, with waves over a meter high; fortunately, the wind is light.

Shortly after leaving Gallipoli, we are surprised by a brief rain shower — the only precipitation of the entire month.

Heading toward Otranto, the clouds clear and the sun appears in a bright, clear sky.

We reach the northern and southern coves of San Gregorio, just before Santa Maria di Leuca.

We would have liked to swim, but the day is cool.

We are struck by the countless dry stone walls on the cliffs and hills, as well as caves, caverns, and stalactites.

Here too, we spot a dolphin about twenty meters away. We reach Punta Palascia (Capo d'Otranto), the easternmost point of the peninsula and the border between the Ionian and Adriatic Seas — a further milestone!

We anchor in Baia delle Orte for a short rest and to consult weather apps, then navigate the last two miles to the port of Otranto, where we moor at a spot provided by the Italian Naval League.

Otranto is a beautiful discovery, truly a marvelous city. In the evening, we meet a couple of friends,



The beautiful Otranto seen from the sea.

also on vacation, and have dinner together, enjoying a pleasant night.

This marks the end of this part of the journey, but not the adventure.

Nautical miles traveled, seas crossed, and people met made each leg unique, reminding us how demanding, generous, and surprising the sea can be. The Magician is ready to set off again: new routes await, and the journey continues.



## MEDITERRANEO IN ROSA VENTI26: THE SEA AS A ROUTE OF SOLIDARITY

The sea turns pink once again with the Mediterraneo in Rosa venti26 Raid, a new edition that strengthens the bond between sailing and social commitment. A true tour of Italy by sea, entirely female-led, combining boating, sport, and adventure with tangible support for cancer prevention. The departure is scheduled for June 2, 2026, a symbolic date on which one of the all-female crews of Mediterraneo in Rosa will take part in the historic Pavia–Venice route aboard a Nuova Jolly 850 XL, powered by a strong and reliable Honda Marine 350 HP engine. This propulsion system ensures both performance and safety, while also representing the concrete support of the new partner Honda Marine Italia, joining the project in this extraordinary adventure. From Chioggia, the actual Raid will then commence: a long navigation along the Italian peninsula, covering approximately 1,400 nautical miles, with stops in numerous Italian cities, culminating — as tradition dictates — at the Genoa International Boat Show on October 1, 2026, the opening day of the event. The Mediterraneo in Rosa Raid is far more than a

nautical challenge. Launched by Nuova Jolly Marine in 2022, it has over the years spread a tangible message of solidarity and attention to health, supporting the free services offered by the Lorenzo Perrone Association to cancer patients and their families. At each port, the Raid becomes an opportunity to engage with local communities, offering free breast and dermatological screenings open to all citizens.

The Lorenzo Perrone Association has been active since 2008 in cancer prevention and health protection, and since 2015, through its support center La Casa di Lorenzo, it provides essential services such as patient transport, psychological support, home relief, and continuous assistance for both patients and their families.

As Mondo Barca Market, and as a “pink” editorial team, we are proud to be part of this initiative. As a Media Partner, we will report each stage of the venti26 Italy tour, following a project that demonstrates how boating can become a tool for social engagement, prevention, and positive change.



ADVENTURE ON *Water*

# IL MARE AD UN PREZZO MAI VISTO

PROMOZIONE SPECIALE

MOTORI FUORIBORDO BF135 | BF150

MODELLO	PREZZO DI LISTINO CON ELICA* (IVA inclusa)	PREZZO PROMO MOTORE CON ELICA IN ACCIAIO (IVA inclusa)	PREZZO RIGGING MECCANICO CHIESUOLA, DISPLAY PR 70 (IVA inclusa)	PREZZO RIGGING DBW CHIESUOLA, DISPLAY 4.3" (IVA inclusa)	PREZZO PROMO MOTORE** CON RIGGING COMPLETO DI ELICA IN ACCIAIO (IVA inclusa)
<b>BF135D SILVER</b>	16.485 €	11.056 €	1.462 €		<b>12.520 € (MECC)</b>
<b>BF150D SILVER</b>	19.103 €	12.972 €	1.462 €		<b>14.430 € (MECC)</b>
	20.169 €	13.752 €		3.116 €	<b>16.870 € (DBW)</b>

Fino a esaurimento scorte.

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+ €250 (IVA compresa) rispetto al prezzo promozionale indicato per la colorazione White  
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#### FORMULA SENZA INTERESSI

Fino a 24 mesi - prima rata a 30 giorni - importo finanziabile da € 750 a € 20.000. Esempio rappresentativo riferito alla casistica più ricorrente per il settore "nautica" relativo al periodo di osservazione Gennaio-Dicembre 2024: € 5.000 (importo totale del credito) in 24 rate da € 208,33 - TAN 0,00% TAEG 1,26% - Il TAEG rappresenta il costo totale del credito espresso in percentuale annua e include: interessi, imposta sostitutiva 0,25% importo finanziato, spesa mensile gestione pratica € 2,20 - importo totale dovuto (importo totale del credito + costo totale del credito) € 5.085,22. Offerta valida dal 18/09/2025 fino al 31/03/2026.  
 Messaggio pubblicitario con finalità promozionale. Per le informazioni precontrattuali richiedere sul punto vendita il documento "Informazioni europee di base sul credito ai consumatori" (SECCI) e copia del testo contrattuale. Salvo approvazione Agos Ducato Spa. La rete dei concessionari "Honda Marine" opera quale intermediario del credito NON in esclusiva.  
 Il prezzo promozionale non include eventuale permuta, montaggio, installazione e movimentazione del battello.  
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## GARMIN ONBOARD TIENI D'OCCHIO CIÒ CHE CONTA A BORDO

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**GARMIN.**

## DE ANTONIO LAUNCHES THE D36 CABIN

The Spanish shipyard presents the D36 Cabin, the enclosed version of the award-winning D36 Open, designed for cruising in more challenging climates.

The new layout introduces a fully enclosed cabin on the main deck, featuring sliding windows, a rear opening, and a retractable hardtop, ensuring comfort, natural ventilation, and a seamless connection between interior and exterior. This model retains the centered helm seats and a



generous U-shaped sofa with tables that convert into a double bed, in addition to two internal double cabins. The galley features a peninsula with dual refrigerators, a cooktop or grill, microwave, ample storage space, and an optional retractable TV.

With Mercury engines from 350 to 400 HP and a high-performance stepped hull, the D36 Cabin delivers sporty, safe, and efficient navigation, cruising around 27 knots with a top speed exceeding 40 knots. The aft platform and space for a tender or sporting equipment further enhance its versatility.

“With the D36 Cabin, we reaffirm our commitment to dealers by developing an increasingly complete range of boats, tailored to the needs and tastes of our clients, allowing our brand to be appreciated by a broader and more demanding audience. This project represents a further step in our international expansion, consolidating our presence in new markets and strengthening customer trust worldwide”, stated Marc de Antonio and Stan Chmielewski, co-founders and CEOs of the shipyard.

The D36 Cabin will be available starting in the second half of 2026.

### DE ANTONIO YACHTS

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



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# TYKUN H1: THE MADE-IN-ITALY HYDROGEN DAYBOAT

MED Group presents the TYKUN H1, an innovative 12-meter hydrogen-powered tender designed to combine high performance with sustainability. Thanks to a single fuel cell, the boat operates in electric mode up to 35 knots and offers a range of up to 60 nautical miles, continuously recharging the battery pack. The development of a simple, user-friendly, and safe system — with integrated 350-bar tanks and streamlined piping — was made possible thanks to TESYA Group's experience in hydrogen propulsion, previously tested on America's Cup chase boats. Aluminum, chosen for the hull, ensures lightness and customization while preserving storage space and a balanced design, crafted by Tommaso Spadolini. Recognized at the 2025 Blue Wake Awards, the H1 represents a concrete step toward zero-emission boating.



## TYKUN

[www.tykun.eu](http://www.tykun.eu)



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LIBRECCIO 11.0 CABIN



LIBRECCIO 9.0 OPEN



LIBRECCIO 8.50 CABIN



LIBRECCIO 9.30 WA



LIBRECCIO 8.50 CLASSIC



LIBRECCIO 8.50 CABIN



LIBRECCIO 8.50 SPORT



LIBRECCIO 8.50 WA



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# BOATEE MAKES ITS DEBUT AT BOOT DÜSSELDORF

“We started with a very simple question: what should an outboard be today?

Instead of adding features, we chose to remove everything that wasn't necessary. We designed the engine we wanted to use ourselves: lightweight, intuitive, sustainable, and visually appealing”.

This is how Cesare Malescia, CTO and founder of the Italian startup Boatee, describes the genesis of the Boatee Smart 1.3, an innovative electric outboard powered by an external lithium battery.





## TECHNICAL SPECIFICATIONS

### ENGINE

Type	Brushless, direct drive
Maximum power	1,300 W
Weight	6 kg
Materials	Anodized aluminum + reinforced plastic

### BATTERY

Cell type	Li-ion
Nominal voltage	48 V
Dimensions	258x243x156 mm
Weight	5,8 kg
Capacity	962 Wh
Case material	HDPE

### PERFORMANCE

Maximum speed	5,5 knots
Cruising speed	3 knots
Range at cruising speed	6 hours / 18 nautical miles
Range at full power	approx. 45 minutes / 4 nautical miles
Reference conditions	3 m inflatable tender, 1 passenger

First unveiled to the public last January at boot Düsseldorf, following a trade-only preview at METSTRADE in Amsterdam, the Smart 1.3 is the result of a completely new design study, developed from scratch without adapting existing solutions. The project was conceived to simplify the user experience and make electric propulsion more accessible. With a power output of 1,300 W and a weight of just 6 kg, the engine offers an optimized power-to-weight ratio for small craft. Claimed performance includes approximately one hour of autonomy at full power and up to four hours at 50% speed, with full recharge times estimated at two and a half hours. An advanced battery protection system also helps prevent overheating and overcharging,

increasing reliability and motor lifespan. Ideal for recreational use or as auxiliary propulsion, the Smart 1.3 is a functional, design-conscious outboard, created for those looking to approach electric boating in a simple, immediate way, without operational complexities. “For us, sustainability also means lightness, quiet operation, and ease of use”, explains Malescia. The Smart 1.3 comes standard with an integrated touchscreen, allowing users to monitor battery status and intuitively adjust speed for a seamless navigation experience from the very first use. Alongside the standard version, Boatee offers the Smart+ model, which expands digital and safety features. In this configuration, the engine can also be controlled via

smartphone using Bluetooth Low Energy.

The Smart+ version also includes GPS tracking, providing precise information on speed and position during navigation, and advanced safety systems such as remote lock and a digital man-overboard (MOB) device, to prevent unauthorized use and ensure immediate engine shutdown in case of emergency. The Smart 1.3 thus represents a development path focused on practical use and ease of operation, offering an approach to electric boating oriented toward functionality and real-life sea experience.

### BOATEE

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

# A SUBTLE ENEMY: CORROSION

Among the many hazards on board, corrosion is perhaps the most insidious: dangerous and invisible, it represents a real threat to any vessel. To prevent it, it is therefore essential to understand it and learn how to recognize it. With this in-depth feature, our aim is to provide an overview of the various types of corrosion and their causes, along with some useful suggestions on how to fight it.

Corrosion on board can take

several forms: simple corrosion, galvanic corrosion (the most common), or electrolytic corrosion (the most aggressive).

There are also other types of corrosion, which we mention for completeness but will not examine here, as they very rarely occur on recreational boats: cavitation corrosion — which affects propellers operating at high speed — mechanical abrasion corrosion, and chemical attack. Among all the phenomena that a boat

owner must keep under control on board, corrosion is the most treacherous: it attacks silently and gradually.

Above all, it spares no part of the vessel: from the hull to the out-board engine, everything is at risk.

## **SIMPLE CORROSION: WHAT IT IS AND HOW TO DEAL WITH IT**

This type of corrosion begins when metal starts to rust once it



is taken out of the water.

Does it sound familiar? This is exactly what often happens to outboard engines. In this case, corrosion can be countered by taking great care of the engine and keeping it clean: simply wash it with a dedicated detergent and then protect it with products specifically designed for marine engines.

### GALVANIC CORROSION

When it comes to galvanic corrosion, the issue is somewhat more complex, but in general it occurs when two metallic elements, in electrical contact with each other, rust or corrode.

This type of corrosion depends on an entirely natural phenomenon, which Alessandro Volta made concrete with the creation of the battery that bears his name.

In simple terms, how does a Voltaic pile work? Its principle is based on the fact that every metal has its own electrical potential, which varies from one metal to another; without delving too deeply into the laws of physics, it is enough to know that an electrical potential difference (or voltage) gives rise to an electric current. Therefore, if we connect two metals with different electrical potentials, a potential difference is generated and, as a result, an electric current will flow from the metal with the higher potential to the metal with the lower potential.

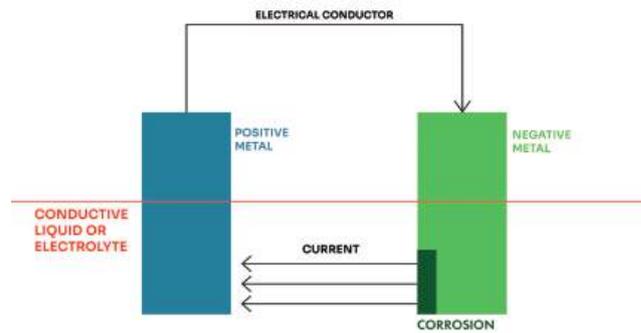


Diagram of a galvanic cell.

Why does all this matter to us? Because a Voltaic pile made up of just two metallic elements is, in fact, a galvanic cell. It is important to understand what is required for a galvanic cell to form, because knowing its composition will help us in our crusade against galvanic corrosion.

A galvanic cell forms if — and only if — all three of the following elements are present:

- Two different metals;
- A conductive liquid (electrolyte) in contact with both metals. It is not necessary for both metals to be fully immersed in the electrolyte, but they must be in contact with the same conductive liquid, even in very small amounts;

**CORROSION ON BOARD IS A SILENT BUT DANGEROUS PHENOMENON THAT CAN AFFECT EVERY PART OF A VESSEL. IT CAN BE SIMPLE, GALVANIC, OR ELECTROLYTIC: UNDERSTANDING ITS CAUSES AND ADOPTING THE RIGHT PRECAUTIONS, SUCH AS THE PROPER USE OF MATERIALS AND SACRIFICIAL ANODES, IS ESSENTIAL TO PREVENT DAMAGE.**





• An electrical connection between the two metals. From this initial overview, we can already draw some conclusions. First of all, boats on lakes corrode less because freshwater is a less efficient electrolyte than seawater. Secondly, it is important to remember to avoid using common brass in contact with salt water. Why? Brass is an alloy composed mainly of copper and zinc. Zinc has a lower electrochemical potential on the galvanic scale; as a result, if a brass component is immersed in seawater — which acts as an electrolyte — a dezincification process is triggered that, over time, leads to the formation of a

porous copper structure, with the loss of zinc and the consequent deterioration of the brass. It should also be borne in mind that the intensity of galvanic current is directly proportional to the potential difference between the metals involved: the greater this difference, the greater the electric current and, consequently, the faster and more severe the corrosion. Another factor to consider is the ratio between the surface areas of the two metallic elements. Let us take the example of a rivet and a plate: the rivet obviously has a much smaller surface area than the plate. Now suppose the rivet is made of aluminum (a less noble metal, the anode) and the

plate is made of steel (a more noble metal, the cathode): the rivet will corrode visibly and in a very short time. Conversely, if the rivet were made of steel and the plate of aluminum, the corrosion would be far less significant relative to the surface area. For this reason, it is always preferable to use rivets or screws made of metals that are more noble than the material into which they are installed.

#### **HOW TO DEAL WITH GALVANIC CORROSION**

In light of what has just been described, it might seem that the simplest solution to prevent galvanic corrosion is to stop a galvanic cell from forming

altogether: since three elements are required for it to exist, it is enough for one of them to be missing. However, it is not possible to completely prevent this phenomenon from occurring; consider, for example, the electrolyte: the absence of a conductive liquid would be enough to prevent the cell from forming, so the ideal solution would be to keep everything dry. Keeping everything dry on a boat operating in salt water, however, is no easy task. That said, some precautions can be taken:

- Do not use metals that are very far apart in the galvanic series in the bilges and below the waterline;
- Choose screws and bolts made of metals that are more noble than the materials they are fastening;
- Do not use lubricants containing graphite, as it is noble compared to most metals;
- When a shore power connection is present, always use a galvanic isolator;
- Keep different metals electrically isolated from each other;
- Use an electrically isolated current return.

We have not yet mentioned our best allies in this battle: sacrificial anodes.

The name says it all: they are elements made of less noble material (usually zinc) that are coupled with other materials so that they sacrifice themselves and corrode in place of the metal component to be protected. They can be installed in various areas of the vessel, from the hull to the engine.

By regularly checking the anodes, it is possible to ensure that they are performing their task correctly, replacing them when their weight has been reduced by about 50%.

Care must be taken, however: if the anodes corrode too quickly, the cause must be identified; if, on the other hand, they do not corrode at all, this is not a good sign and may indicate that they are not performing their function properly, for example because they are not positioned correctly.

As mentioned, sacrificial anodes are usually made of zinc, so much so that they are sometimes referred to as “zinc anodes”. However, they can also be made of magnesium or aluminum, depending on operating conditions: magnesium anodes are used in freshwater; aluminum anodes can be used on vessels, including metal ones, provided they are not made of aluminum.

If aluminum structures are present, magnesium sacrificial anodes must not be used, as this can cause overprotection leading to corrosion of the aluminum.

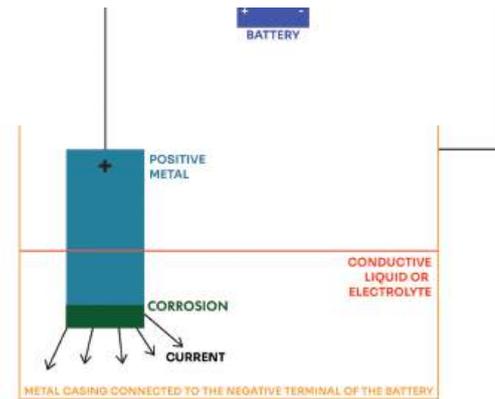


Diagram of electrolytic corrosion.

### **ELECTROLYTIC CORROSION: THE MOST FEARED**

Electrolytic corrosion is also known as stray current corrosion. By observing the diagram previously used to represent a galvanic cell, it can be noted that the metal that undergoes corrosion is the one from which conventional current flows. However, a metal can also corrode without being part of a traditional galvanic cell.

How is this possible? It is sufficient for the potential difference between two metals to be generated by an external electromotive force.

Let us consider a metal box filled with an electrolyte and a bar of another metal immersed in the liquid. By applying a potential difference via an external source, such as a battery, the immersed metal is brought to a positive potential and a current is generated which, thanks to the electrolyte, flows toward the metal box and returns to the negative pole. In this way, as already seen, it will be the immersed bar that corrodes, since it is the body from which the current exits.

Stray current corrosion is particularly dangerous, if not more so than galvanic corrosion: it is faster and more destructive, because the potential differences involved are generally much higher.

This type of corrosion is usually a symptom of an electrical problem, either on board the vessel or at the dock, and is caused by current leakage in the cables connecting the battery to onboard systems. Unfortunately, sacrificial anodes are not effective against this type of corrosion. The only way to prevent it is to have an onboard electrical system that is properly designed, well wired, and free of defects or faulty connections.

# QUALITY CONTROL IN FIBERGLASS BOAT PAINTWORK

## DIFFERENCES BETWEEN PRIMARY AND SECONDARY FAIRING AND FINISHING, EVALUATION OF GELCOAT AND TOPCOATS, AND ACCEPTANCE CRITERIA ACCORDING TO INTERNATIONAL STANDARDS

Dr. Giuseppe Coccia

The quality of a fiberglass hull's surface finishes is not merely an aesthetic issue: it directly affects durability, resistance to weathering, and the vessel's overall value. For these reasons, quality control throughout the painting cycle plays a central role in boatbuilding (as well as in refitting) within the yachting industry. In this article, we analyze the two main areas of a boat's fairing and finishing — primary and secondary — examining the differences between gelcoat finishes and polyurethane topcoats, and concluding with the acceptance criteria defined by international standards applied to the marine sector.

### PRIMARY FAIRING AND FINISHING: THE STRUCTURAL AND FUNCTIONAL FOUNDATION

Primary fairing and finishing concerns the treatment of fiberglass (FRP) surfaces produced directly in the mold, once demolding operations and any subsequent assembly steps have been

completed. Many boats are in fact laminated in “composite” molds that, once released, require finishing of the mold-parting joints. Beyond this initial operation, primary fairing and finishing also includes all areas in contact with apertures (such as portholes, deck hatches, large cutouts, windows, balconies, and the like), which — after extraction — may suffer damage, chipping, or, in areas with sharp edges, may show air bubbles. Primary fairing and finishing is essential because demolding a shell and achieving a flawless polish, despite all the efforts and checks that can be carried out during the process, remains a difficult goal to achieve. Composite materials are reactive materials, and post-demolding aesthetic results are always a multifunctional variable.

It must also be considered that very often assembly areas (hull-to-deck joints, connections with deckhouses, hard tops, etc.) may require, in addition to internal bonding, external safety

laminations, which must then be carefully finished, faired, and resprayed. It goes without saying that primary fairing and finishing also includes the thermal curing phase (strongly recommended for all composite components, and mandatory for those in dark colors that absorb more UV radiation), as well as the restoration of areas that show blistering even after tapping inspections.

Primary fairing and finishing is therefore the very first operation to be addressed once a boat's shell has been demolded and assembled.

### FINAL FINISHING: AESTHETICS, PROTECTION, AND PERFORMANCE

Final finishing includes all paint applications carried out after lamination, serving both aesthetic and protective functions. It is usually performed using topcoats (or, optionally, by reapplying gelcoat).

**DR. GIUSEPPE COCCIA**

Industrial Engineer, graduated with honors from the University of Naples Federico II. A specialist in Composite Materials, he earned a Ph.D. in Technologies and Intelligent Systems for Production Automation. An international expert in vacuum infusion molding techniques, he has been a speaker and chairman at numerous congresses and conferences in Italy, France, and the United States. He regularly publishes articles on boats and construction technologies in both Italian and international technical journals. Formerly Production Manager and Technical Director for various shipyards, he is now the CEO of the Engineering Firm Ing. Coccia ([www.studiococcia.org](http://www.studiococcia.org)), offering consultancy and expertise in the Nautical and Composites sectors.

**Do you have any questions for Dr. Coccia?**

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

**Characteristics of final finishing using topcoats**

- Aesthetic appearance as perceived by the owner;
- Protection against UV radiation;
- Possibility of custom color schemes (including metallic, pearlescent, or color-shifting finishes, which are not yet achievable with gelcoats);
- Better abrasion resistance compared to polished gelcoat.

**Typical materials**

- Two-component polyurethane topcoats (e.g., Awlgrip, Alexseal, Boero, PPG);
- Epoxy + polyurethane systems for highly exposed surfaces;
- Transparent clear coats for exposed fibers or special finishes.

**Main quality controls**

- Gloss measurement (glossmeter, values of 80–95 GU at 60° for premium finishes);
- Dry film thickness (100–150 µm depending on the system);
- Color uniformity;
- Assessment of orange peel using standardized visual comparators;
- Inspection for inclusions and dust contamination.

**GELCOAT VS. TOPCOAT PAINTING**

Let us now clarify the main differences between gelcoats and topcoats.

Gelcoats are essentially pigmented resins and are typically applied inside the mold prior to lamination.

**Main advantages of gelcoat**

- High water resistance, if applied correctly;



Many contemporary boats feature dark color schemes, which lead to increased absorption of UV radiation and introduce resulting challenges in production processes.

## ► TECHNIQUES AND TIPS

- Long-term mechanical strength;
- Easy restoration through sanding and polishing cycles.

However, as pigmented resins, gelcoats also present certain limitations, including:

- Faster loss of gloss over time due to UV exposure;
- Possible yellowing in white repairs (note: when repairs are carried out properly, yellowing is less frequent, but the risk still exists);
- Visible localized repairs and color fading on dark shades.

### **Polyurethane topcoats**

The topcoats commonly used today also offer advantages and drawbacks, which we can summarize — as with gelcoats — in very simple terms.

#### **Main advantages of polyurethane topcoats**

- Higher gloss levels compared to gelcoat;
- Greater color durability over time;
- Ability to achieve a wide range of shades and effects, including — as mentioned earlier — metallic, pearlescent, and color-shifting finishes.

#### **Limitations of topcoats**

- Greater sensitivity to environmental conditions

during application;

- Need for highly skilled personnel for correct application;
- Higher costs compared to gelcoat, including for repair work.

### **QUALITY CONTROL:**

#### **WHAT SHOULD REALLY BE CHECKED?**

Inspection of paint systems should be carried out on three levels:

#### **Surface preparation**

- Correct surface roughness (profilometry 40–80 µm for primers);
- Degree of cleanliness (absence of contaminants, distilled water test);
- Environmental conditions (temperature 18–28°C, relative humidity < 65%).

#### **Application**

- Consistency of material consumption and film thickness;
- Absence of runs and overspray;
- Compliance with recoat times.

#### **Curing and post-production**



Even in the context of refitting, painting operations must be carried out in controlled and regulated environments in order to ensure proper compliance with environmental and safety conditions.



The mold parting lines represent critical areas that require primary fairing and finishing interventions to ensure both geometric accuracy and surface quality.



As part of instrumental inspections, boats are tested for gloss, haze, and DOI, which serve as indicators of surface quality.

- Crosslinking verification (no fingerprint marks, Shore D hardness test);
- Final aesthetic inspection under diffuse and grazing light;
- Gloss, Haze, and DOI checks.

### ACCEPTANCE CRITERIA ACCORDING TO INTERNATIONAL STANDARDS

In the marine industry, the most commonly referenced standards include:

- ISO 11347: quality of painted surfaces on composites;
- ISO 2813: gloss measurement;
- ISO 2409 / ASTM D3359: adhesion;
- ASTM D5418: surface texture (“orange peel”);
- Shipyard / contractor specifications based on Awlgrip, Alexseal, Boero, PPG, etc.

#### Aesthetic evaluation

According to international best practices:

- Observation at 3 meters: common standard for yachts up to 80 feet;
- Observation at 5 meters: for superyachts or top-level finishes;
- The surface must appear uniform, with no visible defects;
- Orange peel must not be perceptible.



The tape-jointed areas along the gunwale represent critical zones that require sanding and fairing, followed by spray application of gelcoat, to ensure both aesthetic and functional continuity.

#### Tolerated vs. non-tolerated defects

Defect	Acceptability
Dust/inclusions	Acceptable if under 0.5 mm and fewer than 3 per m <sup>2</sup>
Runs	Not acceptable
Insufficient thickness	Not acceptable
Color differences	Acceptable only if imperceptible at 3 m
Dulling	Acceptable only in non-aesthetic areas
Orange peel	Not perceptible

#### Thickness control

- Gelcoat: approx. 700 µm
- Epoxy primer: 150–250 µm (always refer to TDS specifications)
- Polyurethane topcoat: 80–150 µm (always refer to TDS specifications)

#### CONCLUSIONS

The quality of a boat’s paintwork cannot be improvised. It requires full control of the entire process: from correct gelcoat application in the mold to high-end polyurethane finishes. Every detail — thickness, gloss, texture, uniformity, adhesion — contributes to creating a surface that is at once attractive, protective, and durable. Adopting acceptance criteria based on international standards ensures objective benchmarks, reduces disputes, and enhances the value of the work carried out by both shipyards and specialized refit yards.

# EXCEEDING THE 18-MONTH TEMPORARY ADMISSION PERIOD FOR NON-EU YACHTS

## CUSTOMS AND VAT IMPLICATIONS, AND NEW SAFEGUARDS FOLLOWING THE CUSTOMS REFORM

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

Exceeding the maximum 18-month period of stay within European Union waters for non-EU-flagged yachts admitted under the temporary admission regime pursuant to Article 250 of the Union Customs Code (Reg. EU 952/2013, hereinafter "UCC") has long represented a critical issue in maritime and customs

practice.

The regime allows non-EU goods to be used within EU territory with total or partial exemption from duties and VAT, provided that:

a) the goods are not intended to undergo modifications, except for normal depreciation due to use;

b) the identification of the goods bound to the regime can be guaranteed<sup>1</sup>;

c) the holder of the regime is established outside the customs territory of the Union, unless otherwise provided;

d) the requirements for total or partial duty exemption established in customs legislation



**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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are met.

The customs reform introduced by Legislative Decree No. 141/2024 has not altered the substantive rules of temporary admission: Article 73 of the National Complementary Provisions to the Union Customs Code (“NCP”) confirms, in fact, the referral to Union law (UCC and Reg. EU 2446/2015).

Consequently, when calculating applicable charges, reference must be made to the Common Customs Tariff (see Article 56, paragraph 1 UCC).

Exceeding the 18-month period could constitute smuggling, for example under Article 78 (smuggling due to failure to declare) or Article 83 NCP (smuggling in temporary exportation and special or processing regimes).

Where the conditions for applying criminal law do not exist (e.g., due to the absence of a subjective element), administrative confiscation applies pursuant to Article 96 NCP, provided that the claimed duty is less than €10,000 and other border duties owed (such as import VAT) do not exceed € 100,000. Until recently, the Customs Agency was required to always order administrative confiscation of the goods involved in the offense (see Article 96, paragraph 7 NCP). On the issue of applicability of confiscation for non-payment of import VAT, the Constitutional Court intervened with ruling No. 93/2025, declaring confiscation illegitimate where the taxpayer has fully paid the evaded VAT, interest,

and penalties.

Pursuant to these principles, Article 96 NCP — as amended by Article 16 of Legislative Decree No. 192/2025 — now refers to Article 118, paragraph 8, first sentence of the NCP, according to which: “Except in cases of confiscation ordered by the judicial authority, and provided that the manufacture, possession, holding, or marketing of the goods involved in the offense is not prohibited, such goods, destined for administrative confiscation under Article 96, paragraph 7, shall be returned to the offender upon payment of the applicable border duties, interest, penalties, and the costs incurred for their management, within the deadlines established by the Customs Agency”.

Accordingly, payment of the amounts due (border duties, interest, penalties, and management costs) renders confiscation inapplicable by the Customs Office.

The new regulatory and jurisprudential framework significantly reduces the risk of seizure related to exceeding the 18-month limit but does not diminish the need for strict management of the temporary admission regime, in terms of correctly identifying the dies a quo, ensuring traceability of the vessel, and timely regularization of the customs position, in order to prevent disputes that may still carry substantial economic and reputational consequences.

1 – Except where, considering the nature of the goods or their intended use, the absence of identification measures cannot give rise to misuse of the regime, or in the case referred to in Article 223 of the UCC, when it is possible to verify whether the conditions for equivalent goods are met.



### **MOST BOATING ACCIDENTS HAPPEN DURING HARBOR MANEUVERS**

Even when harbor waters appear calm, docking or undocking can be more dangerous than sailing in open sea. Limited space, currents, crosswinds, and the presence of other vessels all increase the risk of collisions or hull damage.

Preparing lines, fenders, and anchors before entering the harbor is essential.

Clear communication with the crew and proceeding at low speed help prevent problems. With careful maneuver planning and a cautious approach, even the trickiest operations become safe and stress-free for everyone on board.



### **CLOWNFISH CAN CHANGE SEX, IF NECESSARY, TO ENSURE THE SURVIVAL OF THE GROUP**



Clownfish reveal truly surprising behaviors in the wild. These small inhabitants of coral reefs live in highly structured hierarchical groups, made up of a dominant female, a dominant male, and several smaller males. The female is always the largest and occupies a central role in the group's hierarchy. The most fascinating fact is that clownfish are sequential hermaphrodites, specifically protandrous: they are born male and can transform into females if circumstances require it. For example, if the dominant female dies, the largest male in the group changes sex and assumes the role of female. This mechanism ensures reproductive continuity and the survival of the group, preventing members from dispersing. Beyond their ability to change sex, clownfish also demonstrate strong cooperation: they live in symbiosis with anemones, gaining protection thanks to their mucus, which makes them immune to the anemones' stinging tentacles.

# RANIERI

by Antonio Ranieri



Padiglione 10  
Stand 1025 - 1026



*Savage 34*

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

# THE FUTURE OF STABILIZATION SPEAKS ELECTRIC: CMC MARINE

by Elisa Annesi





Twenty years after its founding, CMC Marine stands as one of the most emblematic examples of innovation applied to recreational boating. Established in 2005 from the vision of Alessandro Cappiello, the Italian company introduced a technological paradigm shift destined to have a profound impact on onboard comfort, yacht architecture, and energy efficiency: fully electric stabilization.

In a sector historically dominated by hydraulic systems, the choice of electric technology is not merely an alternative solution, but a new design approach — one that simplifies installation, enhances dynamic performance, and reduces environmental impact. Today, CMC Marine is recognized as the global leader in electric stabilization systems for yachts and superyachts, with more than 3,000 installations worldwide and a market share exceeding 50% in the segment above 20 meters.

### **STABILIS ELECTRA: THE BIRTH OF A NEW STANDARD**

The turning point came in 2008 with the introduction of Stabilis Electra, the first fully electric fin stabilizer system ever installed

on a yacht. The elimination of the hydraulic plant — pumps, piping, valves, and oil — allows for a drastic reduction in system complexity, to the benefit of reliability, quiet operation, and control precision.

From a technical standpoint, the system employs high-torque electric actuators ruled by proprietary algorithms that regulate fin amplitude and speed in real time.

This enables effective roll reduction both underway and at anchor, with fast response times and optimized power consumption. The absence of hydraulic oil also eliminates the risk of marine contamination and significantly reduces routine maintenance requirements.

Over the years, Stabilis Electra

has evolved into a complete product range, available in different configurations:

- HS – High Speed, for high-performance yachts;
  - LR – Long Range, designed for explorers and displacement vessels, with optimized efficiency at low speeds and over long distances;
  - Waveless STAB, electric stabilization in a compact format.
- Alongside solutions dedicated to large yachts, CMC Marine has extended electric stabilization to smaller vessels as well, with Waveless STAB, an ultra-compact line engineered for yachts starting at approximately 12 meters. This system stands out for its minimal footprint, low electrical consumption, and ease of installation, making the comfort of



Alessandro Cappiello,  
CEO of CMC Marine.





Pietro Cappiello,  
Vice President of CMC Marine.

active stabilization accessible even on hulls where space and available power are limited. A choice that responds to new market demands, increasingly oriented toward efficient and technologically advanced boats.

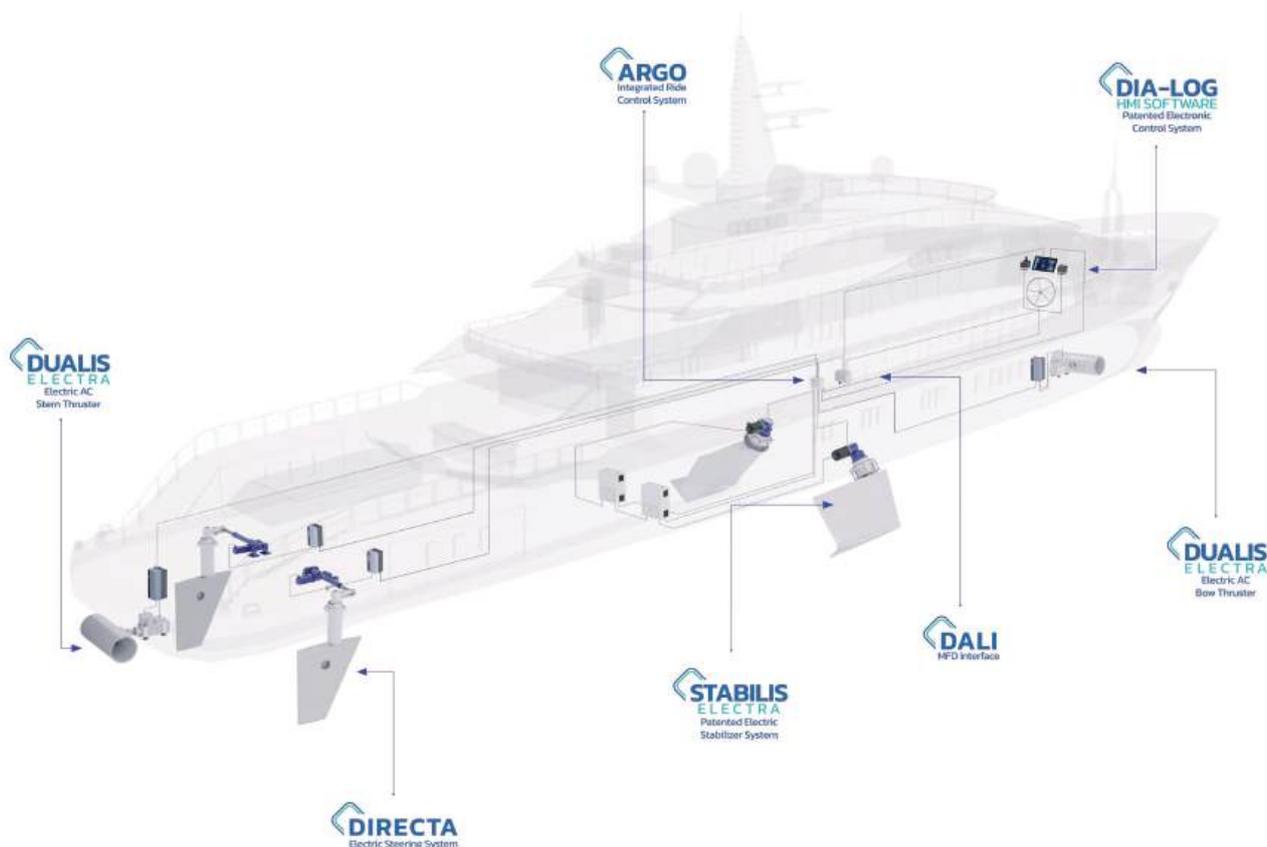
### **A FULL ELECTRIC ECOSYSTEM FOR YACHT CONTROL**

Stabilization is only one part of a broader vision. Over time, CMC Marine has progressively developed an integrated ecosystem of full electric solutions, including:

- Directa, the first fully electric steering system for superyachts, characterized by redundancy, precision, and a reduced number of mechanical and hydraulic components;
- Dualis, a range of electric thrusters designed for smooth and progressive maneuvering;
- DIA-LOG, the proprietary management, control, and diagnostic software capable of monitoring system performance, preventing anomalies, and automatically optimizing operating parameters.

Thanks to in-house-developed digital interfaces, CMC Marine systems can also be integrated with the main onboard multifunction displays, enhancing the user experience and simplifying control from the helm.





Integrated system.

### INDUSTRIAL CAPABILITY AND GLOBAL SUPPORT

Technological growth is matched by a solid industrial structure. In 2023, CMC Marine inaugurated its new production hub in Salerno, dedicated to precision mechanical machining and composite materials. This strategic investment strengthens the Italian production supply chain and allows for greater quality control over key components. Equally fundamental is the company's international service network: with operational bases in Italy, the United States, and the United Kingdom, and certified technicians active in the world's main yachting hubs, CMC Marine ensures continuous support for shipyards and owners, with availability seven days a week.

### ENERGY RECOVERY SYSTEM: TOWARD ADVANCED ENERGY EFFICIENCY

To mark its twentieth anniversary, the company unveiled one of its most forward-looking innovations: the Energy Recovery System. Inspired by Formula 1's KERS (Kinetic Energy Recovery System), the system recovers the energy generated during the braking phase of the stabilizing fins and feeds it back into the yacht's electrical network. From an engineering perspective, this represents a significant step toward smarter energy management, capable of reducing overall consumption by up to 30%, improving system efficiency, and making stabilization systems increasingly compatible with hybrid and full electric architectures. After twenty years, CMC Marine is not simply celebrating an

anniversary, but reinforcing its position as a benchmark in a rapidly evolving sector. The electrification of onboard systems, digital integration, and a focus on sustainability are no longer emerging trends, but design requirements. CMC Marine deserves credit for anticipating them and transforming them into reliable, widely adopted industrial solutions — a path that continues to chart the course of future yacht stabilization.

### CMC MARINE

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

# NAUTA: A DESIGN METHODOLOGY THAT UNITES AESTHETICS AND FUNCTION

Within the international yacht design landscape, Nauta represents one of the most mature and coherent expressions of the balance between form and function. Founded in Milan in 1986 by Mario Pedol and Massimo Gino, the studio has developed, over nearly forty years, a recognizable and cross-disciplinary design language — one capable of adapting to vastly different typologies and sizes while never losing its identity.



In the photograph, from left to right,  
Massimo Gino and Mario Pedol,  
founders of Nauta.

## ► DESIGNERS AND NAVAL ARCHITECTS

Nauta's market debut came with models destined to stand out: the Nauta 54', 65', and 70'. From the very beginning, these yachts earned widespread acclaim for their build quality, purity of lines, and strong focus on functionality. They embodied an innovative design vision in which aesthetics and engineering are not separate domains, but integrated components of a single creative process.

### A HOLISTIC APPROACH TO DESIGN

At the core of every Nauta-designed yacht lies a principle of complementarity: the harmony of form must be matched by an efficient, rational structure fully optimized for navigation. From this concept emerges a holistic design approach, in which style, performance, comfort, and ease of use are developed in an integrated manner, responding to the real needs of the owner while placing the onboard experience at the center of the project.

Today, the studio is widely recognized for its ability to balance form, function, and aesthetics, working

on both custom projects and production series, across a range that spans from 10-meter yachts to vessels reaching 180 meters in length.

### FROM SAIL TO POWER: A RECOGNIZABLE SIGNATURE

Born in the world of high-performance sailing, with iconic projects such as My Song, Nilaya, and Nikata, starting in the early 2000s Nauta expanded its activity into the motoryacht sector.

This transition took place without altering the studio's core design philosophy, which was applied to new typologies including explorers, large yachts, and giga yachts.

The project that marked an epochal turning point is AZZAM, the 180.61-meter yacht built by Lürssen, which for many years held the title of the world's largest private yacht. An undertaking of extraordinary technical complexity, where the purity of the exterior lines is combined with unprecedented engineering requirements.



Nauta's team of the Milan-based studio.

Elegance and power converge in AZZAM: 180.61 meters in length designed by Nauta, high-performance engines, and refined interior spaces delivering absolute comfort at sea.



### **DRAGONFLY: A CONTEMPORARY ICON OF SUPERYACHT DESIGN**

At 142 meters in overall length, DRAGONFLY represents one of the most advanced expressions of contemporary superyacht design. Built by the Lürssen shipyard, the yacht was awarded the Yacht Style Awards 2025 in the category “Superyacht Above 80 Metres” during the gala ceremony held on April 9, 2025, at the ONE°15 Marina Club in Sentosa, Singapore.

Defined by a strong and elegant

exterior profile designed by Germán Frers, DRAGONFLY sees Nauta at the forefront of the interior design and the main outdoor areas, interpreted according to the studio’s hallmark philosophy: formal balance, spatial continuity, and a constant relationship with the sea. The spaces, arranged across multiple decks, include double-height salons, expansive openings to the outdoors, generous wellness areas, and an innovative beach club of approximately 180 square meters featuring fold-down aft plat-

forms.

From a technological standpoint, the yacht is equipped with an advanced hybrid diesel-electric propulsion system with Azimuth Pod Drive, developed by Lürssen engineers, offering multiple operating modes that optimize efficiency, comfort, and operational versatility. DRAGONFLY thus encapsulates, on an extreme scale, Nauta’s ability to apply its distinctive design language even to the most complex projects, while preserving its core principles of timeless elegance, fun-



DRAGONFLY, Lürssen’s 142-meter superyacht with interiors by Nauta, won at the Yacht Style Awards 2025 in the “Superyacht Above 80 Metres” category: iconic design and state-of-the-art hybrid technology.

ctionality, and quality of onboard experience.

### LUCIETTA: INNOVATION AND SUSTAINABILITY IN MARITIME MOBILITY

Lucietta is the electric lagoon taxi produced by Repower and designed by Nauta, capable of combining historical identity with sustainable innovation. Designed to comply with the constraints of Venice, it delivers range and performance comparable to traditional vessels while integrating rapid-charging systems. A project that earned the Milan-based studio an Honorable Mention at the Compasso d'Oro 2025. "Electric navigation represents a crucial

part of the revolution that has been underway for years in the field of sustainable mobility and tourism", stated Fabio Bocchiola, CEO of Repower Italia. "This revolution is progressing at different speeds, also due to an ever-evolving geopolitical scenario that has pushed many countries to adopt new policies and rethink their energy transition strategies. However", Bocchiola emphasized, "as already outlined in our White Paper on sustainable mobility, the European Union has defined an ambitious roadmap for emissions reduction in the electric boating sector—a market expected to reach a global value of approximately 13 billion dollars by 2030. In this context, I can

state with pride that Repower has been a pioneer in urban electric navigation. I would like to thank our partners, Nauta Yachts and Cantiere Serenella, for their invaluable contribution to the realization of this new project".

### CASTOLDI JET TENDER 34 LIMO: ITALIAN ELEGANCE AND TECHNOLOGY

Nauta has recently collaborated with Castoldi on the new Jet Tender 34 Limo, a luxury tender that marks the shipyard's entry into the marine limousine segment. The project blends Italian style with advanced technology, resulting in a semi-serial tender designed for the ultra-luxury cruise ship fleet.



In 2025, Nauta signed two significant projects: Castoldi's Jet Tender 34 Limo (shown in the rendering above), an elegant tender for fast and luxurious transfers, and Lucietta (pictured alongside), the electric lagoon taxi developed by Repower, combining refined design, high performance, and sustainability — redefining mobility and tourism in Venice.



The new flagship of the GT series, the Pardo GT75 brings together nearly 23 meters of elegance and functionality: Nauta designs both interiors and exteriors, blending comfort, customization, and high performance, with a strong focus on sustainability.

Both interiors and exteriors, designed by Nauta, combine versatility, comfort, and understated luxury, offering generous boarding options, a configurable cockpit, panoramic windows, and onboard services optimized for maximum guest comfort. The modular design is particularly practical, allowing for customized configurations.

Castoldi's patented waterjet propulsion and the ACES control system ensure excellent performance, safety, and maneuverability. As with all Nauta projects, the Jet Tender 34 Limo reflects timeless elegance, functionality, and attention to detail, demonstrating how innovation and tradition can coexist in a modern, sophisticated vessel.

### **SPATIAL CONTINUITY AND RELATIONSHIP WITH THE SEA**

The common denominator across all Nauta projects is a design approach based on clean lines and continuity between interior and exterior spaces. Onboard architecture eliminates visual barriers and superfluous structures, fostering a direct relationship between people and the sea while enhancing onboard livability. Nauta yachts are

conceived to be welcoming, relaxing, and elegant. Whether intended for sporty cruising or long-distance voyages, every formal choice serves the navigation experience and the quality of time spent onboard.

### **TIMELESS ELEGANCE**

For Nauta, authentic elegance is what truly endures over time. Balanced proportions, measured detailing, and thoughtful design solutions give rise to yachts destined to remain contemporary for years to come, retaining both aesthetic and functional value. In nearly four decades of activity, the Milan-based studio has given form to the aspirations of passionate and visionary owners, sharing a vision of yacht design rooted in lightness, harmony, and respect for the sea. As recognition of the studio's cultural and design contribution to the yachting world, Mario Pedol was recently honored with a Lifetime Achievement Award at the Blue Design Summit – Miglio Blu Design Award.

### **NAUTA**

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

# CANTORI YACHTING: ELEGANCE BETWEEN LAND AND SEA

by Elisa Annesi

In recent years, outdoor living has taken on a leading role in residential spaces, evolving from a mere accessory into a true cornerstone of design. Cantori, a Marche-based brand and a leader in interior design and furnishings, interprets this evolution through solutions that merge architecture and furniture, comfort and style. The boundaries between indoors and outdoors become increasingly fluid, giving rise to an aesthetic that engages in dialogue with light, materials, and the surrounding landscape — whether it be a secluded garden, an urban rooftop, or a panoramic deck overlooking the sea.





Cantori has consolidated its presence in the yachting sector, where quality, durability, and aesthetic research are inseparable. In this highly exclusive context, every project is fully customizable, adapting to the specific functional, aesthetic, and dimensional requirements of each vessel. Through ongoing collaboration with architects, interior designers, and shi-

pyards, Cantori ensures an exceptional level of attention to detail —from materials and finishes to space planning and structural elements — delivering a unique, bespoke experience. This design-driven vocation gave rise to the Cantori Design Challenge 2025, a competition inviting ten Italian architecture and interior design studios to reinterpret three ico-



### **TWIST CHAIR**

Inspired by the world of glamour, the chair echoes the details of exposed stitching and the distinctive eco-leather bands, hand-stitched and twisted, that wrap around the stainless-steel frame. The backrest is available in leather or Econabuk. The seat features a CNC-routed wooden base, double-density rubber padding with a top layer of feathers, and tailored upholstery in fabric, velvet, leather, or customizable with customer-supplied materials.

Dimensions:

63 × 57 × 79 cm H

### ATENAE SIDE TABLES

Atenae Outdoor is a collection of round side tables with a minimalist design, featuring a curved aluminum base and a tabletop available in aluminum, marble, or ceramic.

The structure is defined by two thick aluminum bands that wrap around and support the top. Available in different diameters and heights, they are suitable both for standalone use and for creating harmonious compositions in any outdoor setting.

Design: Maurizio Manzoni

Dimensions:

Side table Ø 50 × 40 cm H

Side table Ø 92 × 35 cm H

Side table Ø 122 × 30 cm H



### CLOUD MODULAR SOFA

A system of modular sofas and side tables that, like soft clouds, rest on a stainless-steel “T”-shaped structure. The elements can be arranged in multiple configurations, ensuring maximum flexibility and modularity.

Design: Maurizio Manzoni

Dimensions:

Module with armrest 240 × 89 × 73 cm H

Dormeuse 213 × 89 × 73 cm H



### THOMAS TABLE

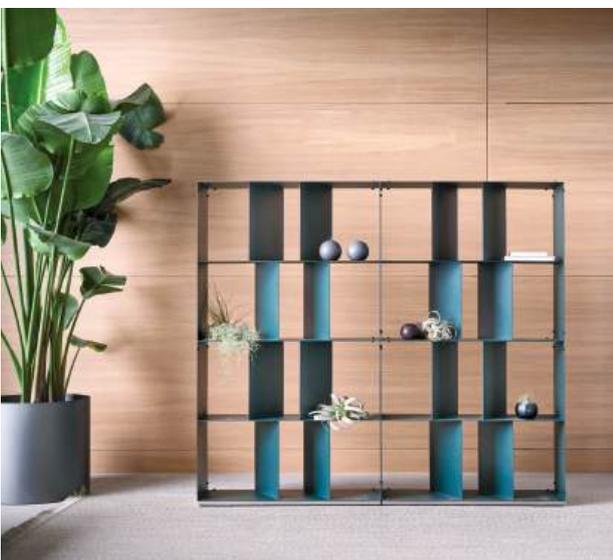
Outdoor table in stainless steel with a round or rectangular top. The base, made of TIG-welded and brushed steel tubes, supports tabletops up to 2 meters in diameter. The top is available in marble, ceramic, glass, or fused glass.

Design: Luca Roccadadria

Dimensions:

Round table base only 113 × 113 × 73 cm H

Round table Ø 200 / 180 / 160 × 75 cm H



nic yacht environments: the Owner's Cabin, the Main Saloon, and the Terrace.

The initiative resulted in innovative and cross-disciplinary proposals that reflect contemporary yacht design and Cantori's ability to seamlessly combine aesthetics and functionality. The company's outdoor collection perfectly embodies this philosophy. The Samira armchair, with its sculptural and enveloping lines, designed by Doriana and Massimiliano Fuksas, combines comfort and strong personality. The Cloud modular system, designed by Maurizio Manzoni, plays with soft volumes and versatile compositions, creating open-air "domestic landscapes". Alongside these, the lightness of the Twist collection by Castello Lagravinese Studio, the contemporary character of the Thomas table, and the material richness of the Milton table by Luca Roccadadria offer a coherent and dynamic range, capable of shaping elegant and welcoming spaces. Each piece is entirely designed and manufactured in Italy, an expression of the brand's high-level craftsmanship. For over forty years, the company has combined artisanal expertise, innovation, and vision, with constant attention to material quality and a dialogue between classicism and contemporaneity. Through this approach, Cantori confirms its role as a preferred partner for prestigious yachts, high-end residences, and luxury hospitality and naval contract projects.

**CANTORI**

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

# SEA BASS WITH SEAWEED



Difficulty: medium



Preparation time: 25 minutes



Serves: 2 peoples



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



### 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.

### INGREDIENTS

#### For the sea bass:

Sea bass: 400–600 g

Salt: 100 g

#### For the seaweed dressing:

Extra virgin olive oil: 100 g

Zest: from ½ lemon

Lemon juice: 60 g

Water: 50 g of water or, preferably, sea bass stock

Sea lettuce: 10 g

### PREPARATION

Marinate the sea bass fillets in salt for 3 minutes, then gently rinse them under cold running water and dry thoroughly. Remove any remaining pin bones and cut the fillets into portions of approximately 7 cm (as shown in the photos). Use only the fillets, reserving the heads for other preparations. For the dressing, blend all the ingredients until a smooth cream is obtained; add the extra virgin olive oil and the lemon zest, then emulsify just before serving to preserve freshness and aromatic intensity.

### FINISHING AND PRESENTATION

Pair the sea bass portions by alternating them with sheets of kombu seaweed. If kombu is not available, it can be replaced with nori, which is easier to find, without compromising the balance of the dish. Spoon a tablespoon of the seaweed and lemon dressing onto the serving plate. Arrange the sea bass harmoniously and finish with fresh aromatic herbs. The use of seaweed in cooking reinforces the marine identity of the dish: a sustainable ingredient, intense and full of flavor, capable of adding depth even to the most essential preparations. Experimenting with seaweed is a choice rooted in taste, awareness, and respect for the environment.





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**Aquabat Sport Cruiser 20** motorizzata Mercury 40 PRO anno 2019 con 90 ore di moto circa, carrello, euro 28.500, tel. +39 041/5322123 - 349/0852550 - newnauticshow@gmail.com



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



**Barca Fuego** guida centrale, motore Tohatsu 40 CV, 2 tempi, tel. +39 380/1441235



**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



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



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



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**Aquabat Sport Line 21 Open** Mercury 40 HP PRO, meno di 30 ore di moto, euro 36.500, tel. +39 041/5322123 - +39 349/0852550 - newnauticshow@gmail.com



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



**Barca cabinata**, pozzetto stagno autosvuotante, entrofuoribordo 164 CV, motore ausiliario 10 CV, accessoriata, euro 20.000, tel. +39 347/5592275



**Baruffaldi 6 m**, autosvuotante, senza motore, display Garmin, roll-bar fisso e tendalino in acciaio, serbatoio 120 l, luci di via, euro 10.000, tel. +39 389/1230524



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



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



**Carnevali C.N. 140** anno 2002, 14,20 m, 2 motori 455 Caterpillar EB D, visibile a Jesolo Lido (VE), euro 175.000, tel. +39 0421/91616 - dalvi@dalvi.it



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



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



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



**Cranchi Perla 25** 2 motori diesel Volvo Penta TAM22P SX del 1996, tendalino sole inox, euro 44.000, tel. +39 041/5322123 - +39 349/0852550 - newnauticshow@gmail.com



**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



**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

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BAIA 50, 1989, 2x680 MAN EB diesel,  
occasione, possibili permuta



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



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



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



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



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



**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



**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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**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



**Laver Mikado 27** in buono stato, euro 11.000, tel. +39 338/3440350



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



**Manò Marine 28.50** 10 metri f.t., motore Kad 43, elica di prua, tappezzeria nuova, refit integrale anno 2024-2025, condizioni eccellenti, euro 72.000, tel. +39 342/8364807



**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



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



**Marinello 17 Fisherman** motore Yamaha 40/70 del 2012, 179 ore moto, senza carrello, in ottimo stato generale, accessoriata, euro 15.500, tel. +39 388/7453035



**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



**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



**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



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



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



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

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**Molinari** 4,30 metri f.t., con pilotina, senza motore, euro 350,00, tel. +39 377/3028855



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



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



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



**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 Fish 650** cusciniera interna-esterna, tendalino chiusura totale, salpa ancora, doccetta esterna, GPS, eco., Mercruiser 3.0, euro 11.000, tel. +39 333/3712756



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



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



**Ranieri** motore Yamaha 100 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



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**Ranieri Rancraft Millennium** 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 242** pronta per la stagione estiva, motore Volvo Penta 5000 benzina 240 CV, ottime condizioni, completa di tutto, euro 22.000, tel. +39 345/9449621 o 333/2498843



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



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



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



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



**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



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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



**Sessa Marine C52** 2 Volvo Penta D12 675 CV, ore moto 1.400, in porto canale acqua dolce, 2 cabine, pari al nuovo, accessoriata, euro 365.000, tel. WhatsApp +39 335/456129



**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 Cabin 620** timoneria idraulica 2023, WC elettrico, doccetta, 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, cucina rifatta 2025, visibile Marina di Brindisi, euro 32.900, tel. +39 349/5955064



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



**Sessa 5 metri**, integro, in ottime condizioni, appena applicata antivegetativa, carrello, 2 motori a miscela 25 CV e 40 CV (da revisionare), euro 1.000, tel. +39 347/1790704



**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



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**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



**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



**Vega 5 metri**, motore 40 CV Yamaha, eco., serbatoio carburante, luci di via, ancora in acciaio inox, batteria, carrello, altri accessori, euro 3.000 trattabili, tel. +39 329/5687709



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



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



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



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**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



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



**Bavaria 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**, entroporto 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** completamente refittata internamente ed esternamente, anno 1987, euro 39.000, WhatsApp +39 338/5706340



**Comet 12 Nanni Mercedes 40 HP**, pilota Automatico 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

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



**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 abattibile, randa con lazy bag e lazy jack, fiocco, gennaker nuovo, altri accessori, euro 4.200, tel. +39 348/6917437



**Eurovela Quarto** pronta, in buone condizioni generali, motore nuovo Mercury 5 CV, set vele completo, vis. Lega Navale di Bari, euro 67.000, tel. +39 380/7572905 o 393/1858224



**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 tagliandato, cucina 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



**Hallberg Rassy 352** pronta a navigare, dispon. per prove, ottimo stato, super accessoriata, posto barca fino a 05/26, vis. Marina di Ravenna, euro 67.000, tel. +39 331/3003356



**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 32.2** ottime condizioni generali, vari lavori eseguiti 2025, motore Perkins diesel 4T, varie vele, vis. Vibo Marina (VV), euro 50.000, tel. +39 328/0304241



**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



**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



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



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

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



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



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



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



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



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



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



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



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



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



**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



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



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



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



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



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



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



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



**BSC 50** anno 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** cuscineria 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 cuscineria 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 CV Suzuki, carrello da revisionare, numerosi optional, euro 22.000, tel. +39 338/7693909



**Capelli Tempest 600 Supreme** varato aprile 2023, Yamaha F40 G Supreme con 21 ore di moto, rivestimento dei trincarini in Flexiteek, euro 29.000, tel. +39 0182/87831 - [info@fourmarine.it](mailto:info@fourmarine.it)



**Capelli Tempest 626** no perdite, no riparazioni, completo di tutto, telo nuovo, motore Yamaha 115 HP, 950 ore, cavi nuovi, doppi strumenti, euro 16.000, tel. +39 347/9963087



**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



**Gommonone** portato a nuovo tubolari compresi, attrezzato da pesca, motore Honda 500 ore, strumentaz. Lowrance, vasca del vivo, altri acc., euro 15.000, tel. +39 331/2148458



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



**Gommonautica G65** tutto del 2008, motore Suzuki 175 CV, 4T, ampio tendalino, teak, eco. GPS, telo copertura, stereo, fatta antivegetativa, euro 17.000, tel. +39 392/1374933



**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



**Italboat Predator 660** tenuto bene, motore Suzuki 150 CV, timoneria idraulica, doppia batt., doccia, prendisole, Power Lift idraulico, euro 18.000, tel. +39 328/6524802



**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



**Italiamarine Vesuvio 29** 2018, ottime cond., 8,83 m, 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, cuscineria, 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 21** portacanne, t-top acciaio inox, 4 prese per mulinelli elettrici, motore Yamaha 115 CV, carrello nuovo Cresci 1350, euro 27.500, tel. +39 346/1259712



**Joker Boat Clubman 24** 2009, 7,46 m, motore 250 HP Yamaha FB B, vis. Jesolo Lido (VE), euro 30.000, tel. +39 0421/91616 - dalvi@dalvi.it



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



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



**Lomac** senza patente, motore 40 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



**Lomac 460** Honda 40 HP 4T, senza patente nautica, rimorchio Ellebi LBN 520 da 750 kg da revisionare, euro 6.500, tel. +39 059/468219 - www.montorsisport.com



**Lomac 500**, motore Suzuki 40 HP 2T, carrello con freni nuovi, ecoscandaglio, tendalino, 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



**Lomac Euforia 580** rimanenza stock, 5,70x2,37 m, prendisole di prua completo di prolunga, euro 18.700, tel. +39 06/65024111 - +39 348/4435165 - info@giada96.it



**Lomac 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



**Lord** attrezzato per campeggio nautico, 4 posti letto, gas, lavandino, WC chimico, doccia, frigo, carrello 1.600 kg revisionato fino 09/26, euro 24.000, tel. +39 333/3573150



**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



**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 25** motore EFB Mercruiser 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



**Marlin 182** anno 2015, 5,55x2,28 m, Mercury ME-F100L 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 tagliandato e ben curato, perfetto stato, accessor., euro 24.000, tel. +39 328/9622190



**Noah 29** in ottime condizioni, anno 2017, due motori Mercruiser 250 CV, ore moto circa 480, tagliandi annuali concess. Mercury, altri accessori, 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

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



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



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



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



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



**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 - seatiemyachting@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



**Sacs 590** anno 2007, motore Evinrude 115 CV, 400 ore moto, carrello, tappezzeria completa, vari tendalini, radio, altri accessori, euro 15.500, tel. +39 331/3758431



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



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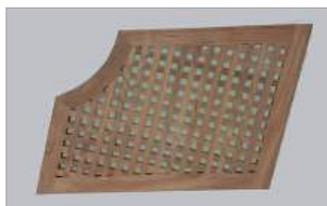
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**Motore Yamaha 25/50 Top 700**, ha girato solo in acqua dolce, 3 candele nuove ancora da montare, motore ancora montato sul gommone, valuto offerte, vis. Brescia, tel. +39 339/5272658



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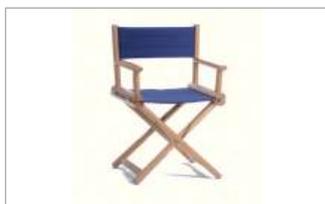


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