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MONTHLY NAUTICAL INFORMATION MAGAZINE

MONDO BARCA

MARKET

MARINAS
SPECIAL EDITION
2026

TEST
MARLIN 33
FIRST LOOK
EVO R4
ICONE

COVER
PRESTIGE F4.3
The sea trial

Stephens Waring
Narrowboats

The dog: a loyal companion... in life and on fishing

The circumnavigation, at last

VAT: purchasing a new catamaran in Italy with subsequent registration in France

NAUTICAL MARKET: THE BEST DEALS



Original complements for boats



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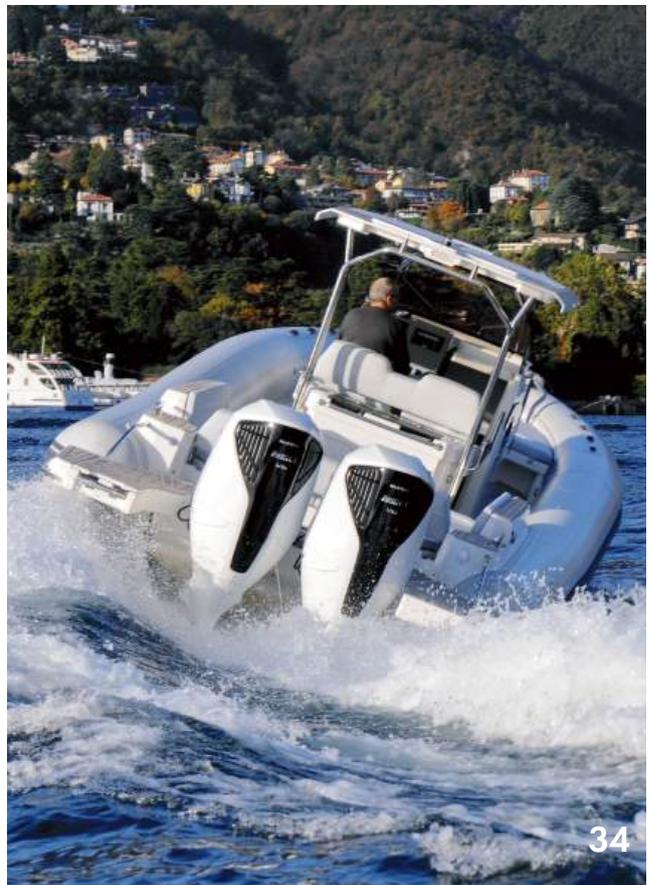
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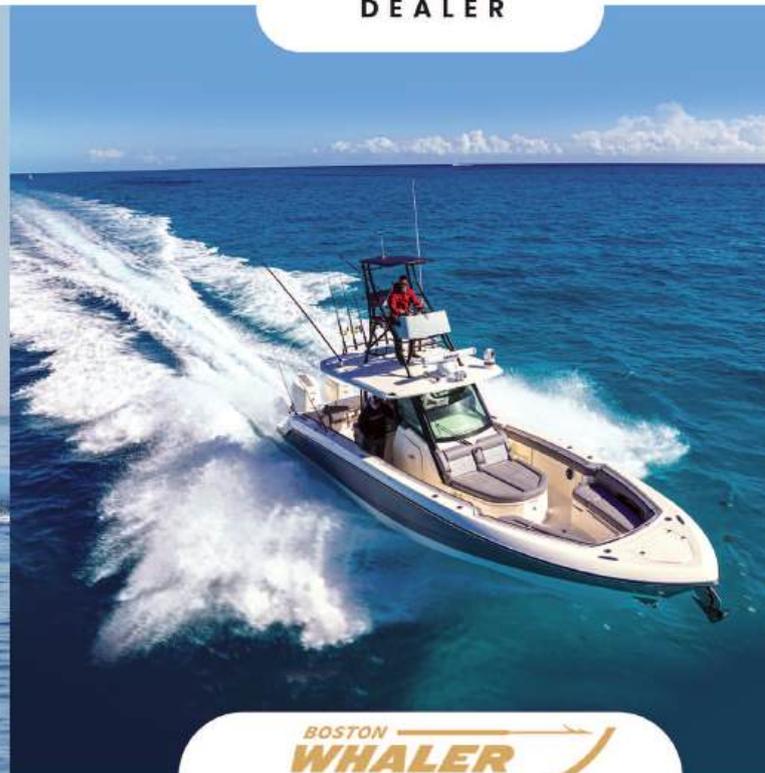
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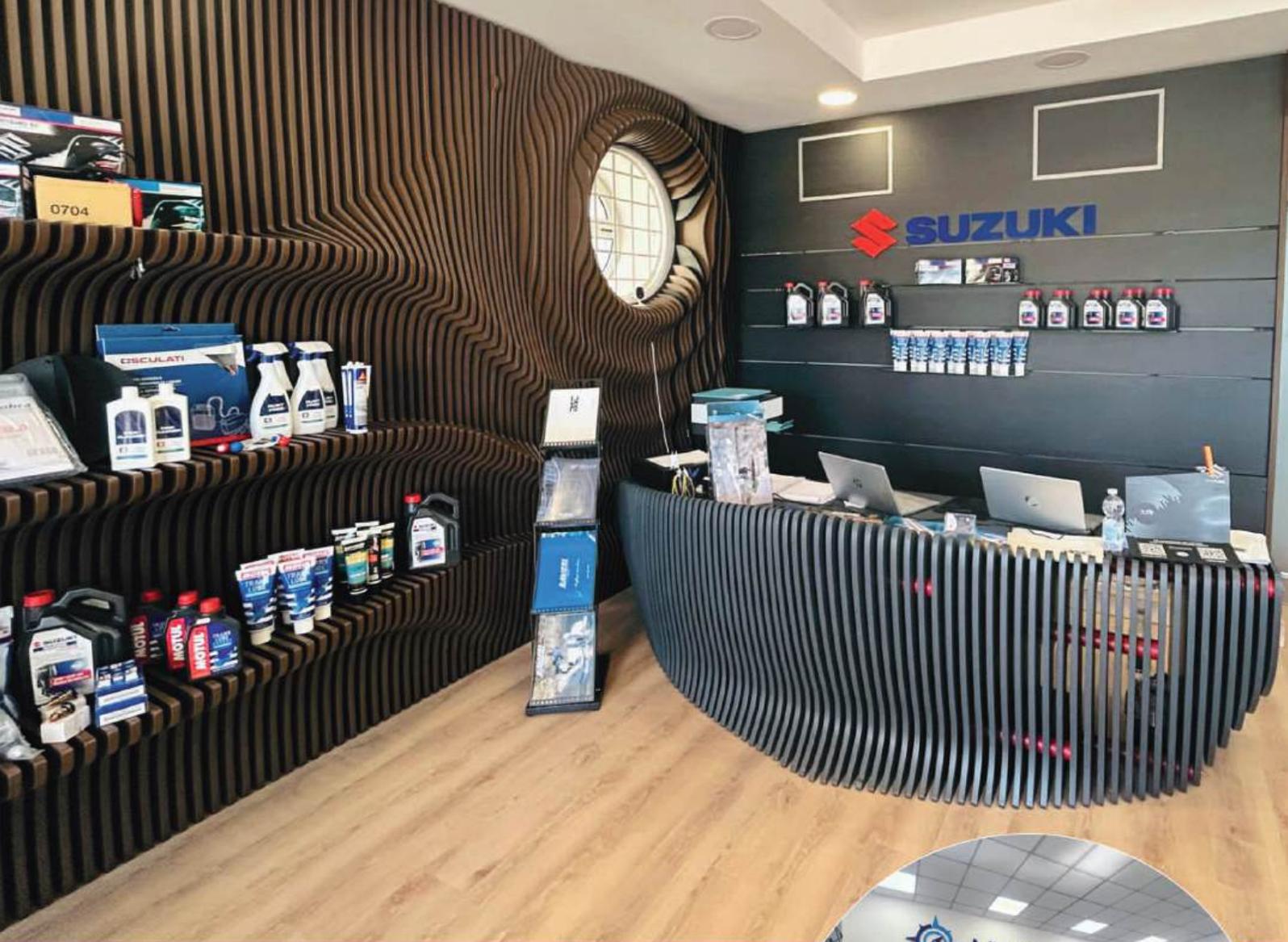


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EDITORIAL



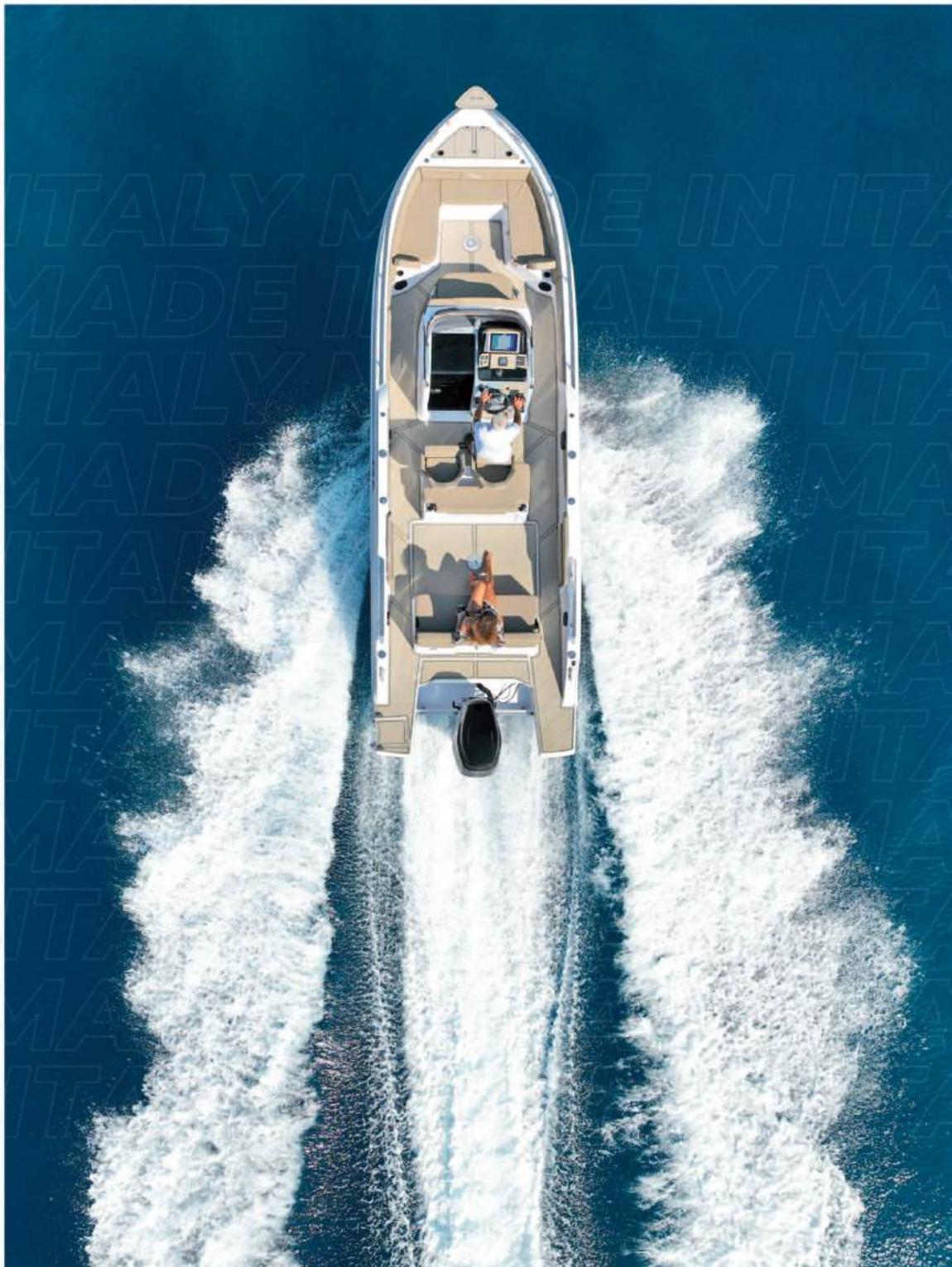
Issue No. 309. A milestone that reflects continuity, but above all to the ability to interpret change.

In this issue of Mondo Barca Market, readers will also find the 2026 Marinas Special Edition, now a true tradition for the magazine: an updated guide to the leading marinas throughout the Mediterranean, designed to provide boaters with technical information, services, contacts, and operational details that are genuinely useful for planning their cruises. An analysis of the report “La Nautica in Cifre – Trend di Mercato 2024/2025” prepared by Confindustria Nautica reveals positive indicators, even within a broader context of normalization following the post-pandemic peaks. According to estimates by Assomarinas, gathered through a survey conducted among its members in September 2024, all major tourist port services recorded growth: permanent berths +2%, transient berths +2.3%, dry storage +3.2%, maintenance services +2%, fuel sales +1.6%, ancillary services +2.3%, and equipment sales +1%. Solid figures that reflect a market capable of consolidating even in the face of a slowdown in charter activity and in the transit of mid-sized vessels. Forecasts for 2025 confirm this optimism: marina revenues are expected to increase between +1.5% for berth sales and +3.2% for transient moorings. Italian marina infrastructure thus maintains a strategic role in recreational boating, ensuring increasingly efficient services and facilities. Italy’s national marina network includes nearly 169,000 berths distributed across 789 facilities, including marinas, multi-purpose ports, and mooring points. Ports account for the majority of facilities and total berths, while marinas generally offer larger average berth sizes. Sardinia, Liguria, and Sicily lead in overall capacity, followed by Campania, Tuscany, and Friuli Venezia Giulia. These figures help boaters plan safe and well-informed voyages, season after season. Despite its solid infrastructure base, the Italian marina sector faces several challenges, including the sustainable management of coastlines and the protection of the marine environment, as well as the enhancement of services for an increasingly discerning boating clientele. At the same time, public and private investments aimed at expanding capacity, digitalizing services, and improving the overall boating experience demonstrate a clear commitment to making the sector modern, efficient, and sustainable. With this perspective, the 2026 Marinas Special Edition offers a comprehensive overview of the leading Mediterranean marinas, providing practical information for every type of boater, from seasoned yachtsmen to newcomers.

Happy reading!

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

275 SL



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8,20 m

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2,55 m

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PRESTIGE F4.3

THE COMPACT FLYBRIDGE DESIGNED TO BE ENJOYED NATURALLY

Compact in size yet mature in concept, the PRESTIGE F4.3 interprets the flybridge philosophy with a focus on ease of handling, comfort, and a distinctly elevated level of perceived quality.

At sea, she proves balanced and predictable, delivering smooth navigation even at mid-range speeds and offering a relaxed, stress-free experience designed to be enjoyed naturally, mile after mile.





PRESTIGE Yachts has long been one of the most recognizable names in the international recreational boating landscape, thanks to a design philosophy centered on comfort, user-friendliness, and construction quality built to stand the test of time. Part of the Groupe Beneteau, the French shipyard has developed a clearly defined identity, creating yachts that combine contemporary elegance, rational space planning, and a strong focus on onboard living. The objective is not merely to design visually appealing boats, but to create floating environments where owners and their guests can truly feel at home, whether underway or at anchor. The new generation of the F-Line marks a key step in this evolutionary path. Sharper, more modern lines, improved volume distribution, and an increasingly direct dialogue between interior and exterior spaces define a range that looks decisively toward the future without abandoning the values that have made PRESTIGE a benchmark brand. Within this context, the F4.3 positions itself as a strategic model: a 43-footer capable of delivering a premium yachting experience while maintaining accessible dimensions and management, ideal for those seeking a compact yet complete, elegant, and functional flybridge yacht.

EXTERIORS

Viewed from the outside, the PRESTIGE F4.3 immediately conveys the shipyard's careful work in achieving stylistic balance. The silhouette is solid and firmly planted on the water, yet dynamic, thanks to clean lines and proportions studied with great precision. The new

lateral fashion plates, visually extending from the hull windows, lend character and a strong identity, clearly underscoring her belonging to the new F-Line generation.

The aft cockpit is conceived as a true open-air living area, directly connected to the hydraulic swim platform, which further enhances its usability. This space becomes the natural gathering point while at anchor, hosting moments of relaxation, swimming, and outdoor living. The platform, wide and well developed, ensures safe and comfortable access to the sea and is supported by practical storage compartments for water toys and equipment. For those wishing to fully embrace the "waterfront" dimension, the optional Beach Club Galley — with an exterior sink and a grill — transforms the stern into a genuine convivial space in direct contact with the water.

From the cockpit, one steps directly into the main salon, a protected and luminous environment that represents the heart of onboard life.

Here we find the OceanView Galley, fully open toward the exterior, the dinette area, and the interior helm station.

The galley, overlooking the cockpit through wide side openings, reinforces the continuous dialogue between inside and out. The helm console is seamlessly integrated into the space, offering optimal visibility and a rational instrument layout designed for intuitive and relaxed handling, even during extended passages.

Forward, the PRESTIGE F4.3 provides a more secluded relaxation area. The large sunpad, equipped with adjustable backrests, is perfect for enjoying the





SPACE, COMFORT, AND CONVIVIALITY: THE FLYBRIDGE COMBINES AN ELEVATED COMMAND STATION WITH AMPLE SEATING THAT CAN BE CONVERTED INTO SUNBATHING AREAS, FOR A RELAXED CRUISING AND A SHARED ON-BOARD EXPERIENCE.

sea in total tranquility, away from the livelier stern areas. It is a space for those who appreciate silence, sunshine, and a more intimate cruising experience.

The flybridge, finally, stands out as one of the yacht's most successful areas. Spacious, well protected, and thoughtfully organized, it is clearly conceived as a space to be fully lived in. The model we tested was also equipped with a hardtop, further enhancing comfort and protection while underway. The generous L-shaped seating easily accommodates family and friends, with the option of installing a refrigerator beneath the table, while the possibility of converting the area into a large sunpad increases its versatility. The flybridge helm allows the yacht to be operated while maintaining direct contact with both the sea and guests, making this deck the ideal place for cruising in favorable conditions and for enjoying open-air social life.

WATCH THE VIDEO



INTERIORS

Descending below deck, the PRESTIGE F4.3 clearly expresses the shipyard's philosophy centered on comfort, brightness, and perceived quality.

The interiors stand out for their discreet, contemporary elegance, with materials, color palettes, and finishes carefully selected to create a refined and relaxing atmosphere.

Generous hull windows ensure excellent natural light throughout all spaces, strengthening the connection with the exterior and amplifying the sense

of volume — above the segment average.

The owner's cabin, located amidships, is the true highlight. Spacious, quiet, and well proportioned, it offers a high level of comfort and meticulous attention to detail: indirect lighting, soft fabrics, ample storage volumes, and premium finishes all contribute to creating an environment designed for maximum relaxation and well-being.

Forward lies the VIP cabin, which adopts the same stylistic language and design approach,

offering guests a bright and comfortable environment enhanced by large hull windows that increase the perception of airiness. The generously sized bathroom, complete with a separate shower stall, serves guests, while a second unit dedicated exclusively to the owner's cabin is available as an option. The rational organization of the interior spaces, combined with the possibility of converting the salon sofa into an additional berth, makes the PRESTIGE F4.3 suitable for extended cruising as well.



THE SEA TRIAL

The sea trial took place in the waters off Portopiccolo Sistiana, in the province of Trieste, during the shipyard's press days.

With 6–7 knots of wind, eight people on board, fuel tanks at 80% capacity (approximately 900 liters) and water tanks at 50%, we found ourselves in a realistic and representative configuration for typical use.

At lower engine speeds, between 1,400 and 2,000 rpm, the F4.3 runs between 8 and 10 knots, with total fuel consumption remaining contained below 45–50 liters per

hour—an ideal pace for relaxed cruising or coastal transfers in complete comfort.

At sea, the PRESTIGE F4.3 conveys from the very first meters that sense of balance and ease one expects from a flybridge designed for relaxed yet confident cruising. The transition onto plane is progressive and natural, never requiring significant corrective input: the threshold is surpassed at around 12 knots, corresponding to approximately 2,400 rpm, with total fuel consumption in the range of 73–74 liters per hour. During this phase, the yacht

remains composed, trim stabilizes quickly, and the helm offers a reassuring sense of full control. As engine speed increases, acceleration remains smooth and linear, aided by the steady thrust of the twin Volvo Penta D6 440 hp engines, which ensure prompt and well-modulated response. Optimal cruising speed settles between 22 and 23 knots, reached at around 3,200 rpm with fuel consumption of approximately 122 liters per hour — equivalent to 5.13 l/nm — a range in which the PRESTIGE F4.3 expresses her character at its best.



In these conditions, the yacht runs with notable composure, noise levels remain well dampened, and trim stays correct, with total fuel consumption stabilizing around 120–125 liters per hour. The hull works effectively through the waves, absorbing sea irregularities and conveying a sense of structural solidity that inspires confidence even as speed increases — particularly considering we were helming from the flybridge station.

Advancing the throttles further, speed builds without hesitation: at 3,400 rpm the yacht reaches 26.6 knots, with fuel consumption around 141 liters per hour; at the maximum recorded speed of 30 knots at 3,800 rpm, consumption stands at 180 liters per hour, while behavior remains consistently balanced and predictable. Even at these higher speeds, no abrupt reactions or tendencies to lighten at the bow emerge, thanks in part to the contribution of the Zipwake system, which works discreetly yet effectively to maintain optimal trim.

Harbor maneuvers upon return confirm the yacht's user-friendly nature: visibility from the helm stations is good, engine response is prompt and progressive, and overall handling never proves demanding, even with a reduced crew.

Overall, the sea trial highlights a balanced and intuitive yacht, capable of accompanying the owner on cruises that remain consistently under control, where performance, comfort, and safety interact in complete harmony.

CONCLUSIONS

The PRESTIGE F4.3 confirms itself as one of the most mature interpretations of the compact flybridge concept, capable of offering a rare balance among comfort, performance, and ease of use.

The data recorded during testing describe a sincere, predictable, and well-designed yacht that transitions onto plane naturally and finds her ideal dimension at a cruising speed between 22 and 23 knots, where trim, acoustic comfort, and efficiency achieve a

particularly effective synthesis. The quality of navigation, combined with an efficient hull and well-calibrated trim control systems, conveys the sense of a yacht designed to be enjoyed without stress, suitable both for medium- to long-range passages and for more relaxed, family-oriented use.

The linear progression of performance, stability at higher speeds, and ease in maneuvering confirm the shipyard's rational approach, prioritizing the overall experience over the pursuit of performance figures for their own sake.

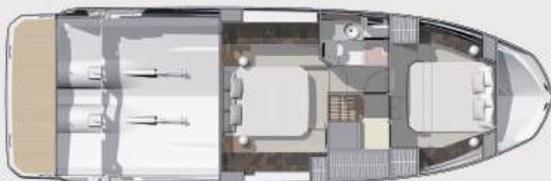
The F4.3 positions itself in a particularly attractive market segment, offering space, finishes, and comfort typical of larger yachts while maintaining accessible dimensions and management.

A flybridge conceived for owners seeking elegance, substance, and design coherence — capable of transforming every outing at sea into a pleasant and reassuring experience, fully aligned with the PRESTIGE philosophy.

PRESTIGE F4.3

TECHNICAL SPECIFICATIONS

LOA	13.07 m
Hull length	11.4 m
Maximum beam	4.1 m
Draft	1.17 m
Height without hard-top	5.79 m
Light displacement	11,107 kg
Full load displacement	15,415 kg
Estimated top speed	31 knots
Estimated cruising speed	22 knots
Fuel tank capacity	1,170 l
Water tank capacity	330 l + 95 l (optional)
Hot water boiler capacity	40 l
Cabins	2
Berths	4 + 2 (optional)
Engine	Volvo D6 – 2 x 440 hp – V-Drive
CE certification category	B
Naval architects/Designer	Garroni Design / Prestige



CONDITION ON TEST

Location	Portopiccolo Sistiana (TS)
People on board	8
Weather and sea conditions	sun, wind at 7 knots, slight sea
Fuel volume on board	80%
Water volume on board	50%

ENGINE

Outboard	Volvo D6 2 x 440 hp
----------	---------------------

CRUISING SPEED

3.200 | 23,5 | 122

rpm

knots

l/h

NAVIGATION DATA

RPM	SPEED knots	TOTAL CONSUMPTION l/h
600	4.10	2.3
800	5	3.9
1,000	6.3	7.2
1,200	7.1	11
1,400	8	16.7
1,600	8.7	23.5
1,800	9.3	33.4
2,000	10	45.2
2,200	10.6	60.6
2,400	12	73.5
2,600	12.8	77.8
2,800	13.6	100
3,000	19.3	118
3,200	23.5	122
3,400	26.6	141
3,600	28.4	153
3,800	30	180

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EVO R4 ICONE

TEN YEARS OF INNOVATION BY EVO YACHTS

by Elisa Annesi



Unveiled in a world premiere at the Cannes Yachting Festival 2025, exactly ten years after the launch of the first Evo R4, the new model represents a significant evolution, combining sporty lines and refined elegance with design solutions conceived to ensure maximum onboard flexibility.

Designed in collaboration with Valerio Rivellini, the Evo R4 Icone pays tribute to the history of the Campanian shipyard.



WATCH THE VIDEO





The increased hull length, paired with black-and-orange upholstery that echoes the original R4, conveys dynamism and character, while the optimized 4.2-meter beam and the 1,000-liter fuel tank ensure stability, range, and comfort during long-distance cruising. The main deck, protected by an aluminum hardtop entirely built in-house, features an ergonomic helm area with a console inspired by automotive design. The modular C-shaped sofa, the table that converts into a double berth, and the galley unit make the living area versatile and suitable for any moment of the day. A pantograph door seamlessly connects exterior spaces, while the stern, equipped with the XT system by Besenconi, transforms into a true terrace over the sea —

ideal for swimming, relaxation, or social gatherings, and configurable according to individual preferences. Below deck, two spacious double cabins offer privacy and comfort, furnished with premium materials such as Alcantara and Alpi veneers, creating a warm and welcoming atmosphere. The lower deck living area includes a refrigerator, storage spaces, and a functional passageway, optimizing usability and spatial efficiency. Every environment is designed to ensure ergonomics and comfort, making the yacht ideal for both summer cruises and winter navigation. Propulsion is entrusted to twin Volvo IPS 650 units delivering 480 hp each, ensuring agility, efficiency, and high performance. The high-resistance fiberglass hull,

combined with a joystick control system for precise maneuvering, allows for easy handling even in tight marinas or during complex docking operations. Attention to customization is comprehensive: interiors, exteriors, and layouts can be tailored to the needs of families, groups of friends, or water sports enthusiasts, always guaranteeing a personal and distinctive experience. With the Evo R4 Icone, Evo Yachts celebrates ten years of innovation, combining sportiness, elegance, and onboard comfort. Every detail is designed to deliver an exciting, versatile, and comfortable cruising experience, reaffirming the shipyard's commitment to redefining the concept of life at sea for the modern boater.

EVO R4 ICONE



TECHNICAL SPECIFICATIONS

LOA	13.92 m
Length at waterline	13.04 m
Maximum length	15 m
Maximum beam	4.25 m
Maximum beam (open)	6.31 m
Draft	1.10 m
Full load displacement	13.10 t
Passenger capacity	12
Berths	4+2
Cabins	2
Bathrooms	1
Engine	Volvo Penta IPS 650 (2 x 353 kW)
Fuel tank capacity	1,000 l
Water tank capacity	200 l
CE certification category	B

SHIPYARD

EVO YACHTS

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MARLIN BOAT 33

SPORTY ELEGANCE

by Luciano Pau



We first tested the Marlin Boat 33 some time ago with a pair of 300-horsepower engines at the stern. Now, we had the opportunity to conduct a second trial on a version powered by two brand-new 250-horsepower Honda Marine engines. Naturally, we didn't let the chance pass us by!





Marlin Boat is a shipyard founded in 1986 that has experienced both the booming years of boating between 1990 and 2000—a time when owning a 24-foot boat was already a privilege, let alone a 33-foot vessel—and the current market, which increasingly favors ever-larger RIBs. The choice made by this Como-based shipyard, however, has been not to exceed — at least for the moment — 12 meters. Instead, they maintain a direct connection with the segment of boaters who appreciate “big but not too big” craft, carefully finished and, naturally, high-performing. These performance levels need to be achievable even with less horsepower than the maximum certified power, without excessive fuel consumption, primarily to ensure onboard autonomy, which translates more into safety than economy. The fact that the model made available for our test at Marlin Boat’s home waters on Lake Como was powered by an exuberant pair of new Honda Marine

V6 250-hp engines each, rather than the maximum 600 hp installation, immediately piqued our curiosity.

I had already tested the Marlin 33 a couple of years ago in Genoa with the maximum power setup, and now for this trial, we’re running 100 horsepower below that threshold. What would the verdict be? So, here I am, in mid-November at Yacht Club Como, in the company of Stefano Selva, owner of Marlin Boat, and his son.

The day, truth be told, is not exactly autumnal in terms of weather. The sun gives us not only mild temperatures but also colors and scenes that are particularly striking for this time of year, even here on the lake.

The Marlin 33 comes in two versions: the open layout — simply called Marlin 33 and the subject of this test — and the more cruiser-oriented Marlin 33 Weekender, featuring a separate head inside the cabin (within the console).

SPORTY DESIGN AND ON-BOARD COMFORT FOR 16 PEOPLE, WITH POWERFUL AND EFFICIENT HONDA BF250 V6 ENGINES, IMMEDIATE PLANING, AND SPEEDS UP TO 48 KNOTS. THE MARLIN BOAT 33 IS PERFECT FOR SUNNY DAYS, WATER SPORTS, OR MINI-CRUISES. THE WEEKENDER VERSION ADDS A SEPARATE TOILET ROOM IN THE CABIN.



The Marlin 33 (open) is a boat designed primarily for day trips, though the interior of the console offers a convertible berth and includes a marine toilet, portholes, and windows. It's the classic sporty layout, perfect for enjoying the sun, socializing with friends or family, taking a swim, or even water skiing with the optional tow bar. On deck, every solution is aimed at dedicating every available centimeter to crew comfort (up to 16 people). Forward, the spacious sun pad, made of clo-

sed-cell foam cushions upholstered in smooth Skai, measures about 6.5 feet in length with the optional table and cushion inserted. This comfort can be mirrored aft in the dinette area by using the U-shaped sofa cushions, completed with the center table and lowering the sofa backrest toward the engines. Both forward and aft, under the cushions, are compartments designed to keep everything organized. At the stern, there are two side lockers for fenders and

small gear, plus a generous central locker for batteries, systems, and other equipment. Forward, in addition to the bow locker for the windlass (the anchor remains outside the bow roller), there is one large trapezoidal storage compartment. The tubes in this area are equipped with handholds made of rubberized fabric glued directly to the tubes, providing passengers with something secure to hold. Seating is distributed among the aft sofa, helm station, forward sun pad,





and the small bench in front of the console facing the bow. The deck is entirely covered in standard 6-mm EVA, the same material used for the forward and aft platforms. The forward platform — originally supported by stainless steel tubes rather than glued — houses cleats and fairleads. The aft platforms are fitted with stainless steel handrails, and the starboard platform integrates a retractable ladder. A note on the dinette sofa's backrest: it is adjustable in three positions — 90°, 120°, and 180° — allowing it to function as a sofa, chaise longue, or sun pad. The helm area is protected on the test model by an optional

hardtop made of steel and fiberglass, securely anchored to the console, and equipped with navigation lights, a 360° mast light, and a stainless steel flagpole. Two seats for pilot and co-pilot are separated by an armrest but share a single backrest. Facing them, the console features controls, a leather-wrapped wheel, and a Fenix dashboard concentrated on the left side, while the right side has a sliding door leading to the interior cabin. Standard features include a 12-switch electronic panel with BLINK digital management, a compass, smoked acrylic windshield, handholds, and footrest. Behind the seats, lifting the

Fenix cover — without needing to tilt the seats — reveals a bar area with a sink, cutting board, and a 65-liter refrigerator. For those who favor a roll-bar, it is available as an option in stainless steel, equipped with navigation lights and an extendable sunshade. The Marlin 33 comes standard with a white fiberglass hull and deck and Artic gray tubes, but other color options are available as extras, including cushion color, style, and fabric.

SEA TRIAL

Now to the on-water test, featuring two new Honda Marine V6 engines. These are 3.5-liter BF250 units, benefiting from

technology developed for the BF350 and BF300. The Japanese company's goal was not so much to boost top-end performance — which was already impressive in previous versions — but to optimize the areas of greatest everyday use, from torque delivery to fuel efficiency, leveraging technologies such as BLAST, VTEC, and ECOmo.

With two people onboard, we take on 144 liters of the 480-liter fuel capacity, plus mandatory gear, anchor, batteries, and the hardtop. Quite a load, considering the empty boat weighs 2 tons!

The water is calm, although occasionally disturbed by wakes from ferries and water taxis, which operate almost year-round.

The Marlin 33 under test features hydraulic steering specific for twin-engine setups — a necessary plus for making the most of the boat-engine combination.

The first figure I note is how long it takes to plane with 100 hp less than the maximum.

The answer: 3.2 seconds — a very positive result.

Next, I observe when ECOmo engages, which occurs at 2,000 rpm, corresponding to 8.9 knots.

We are still in displacement mode, so the speed/fuel ratio is slightly skewed due to the water mass we're pushing. The console instruments show 19.6 liters per hour total. Just 450 rpm more, and the hull rises out of the water.

GPS shows 12 knots, and fuel consumption

increases only slightly to 21 liters per hour total.

From here, I monitor the lake and instruments carefully. At 3,500 rpm, we glide at 23.3 knots with a total consumption of 40 liters per hour.

At 4,000 rpm, speed reaches 28.3 knots, consuming 54 liters per hour (27 liters per engine) — a figure suitable for economical cruising. ECOmo ends at 5,000 rpm, yielding 38.7 knots and 84 liters per hour total.

Maximum speed without engaging manual trims — Trim Support not activated — was achieved at 5,500 rpm: 42.3 knots at 119 liters per hour total.

To reach and surpass 6,000 rpm, I engage the trims to 30% of their range, reaching 6,000 rpm (45.7 knots, 173.6 liters per hour total), then 6,100 rpm, up to 6,300 rpm for a top speed of 48.5 knots at 179.4 liters per hour total (90 liters per engine).

Truly an excellent performance across the board. Driving this RIB is genuinely fun.

The steering is highly responsive, and so are the iST engine controls, thanks to Drive-by-Wire technology, making everything faster and more precise. Piloting this boat feels like driving a flagship car.

You feel in complete command, never in difficulty, cruising dry, and even when turning at 39 knots, the trajectory is clean, never unsettling your passenger. The hull, designed in-house, is spot-on.

Having tested it two years ago in rough water, I can confirm today's smooth performance is not just





The Marlin 33 Weekender is 10.05 meters long and 3.32 meters wide, featuring a completely redesigned deck, wide side decks, and a aft sunbathing area that can be converted into a dinette for six people. At the bow, there is a large sunpad, while below deck you'll find a cabin with a height of up to 195 cm, a convertible double bed, and a separate bathroom.



because of the calm lake. The bow tube is practically vertical, and two pairs of chines run the full length of the planing surfaces. One last test remains: maneuvering in tight spaces. So I indulge myself by docking at Yacht Club Como, weaving between boats and moored RIBs. Everything goes smoothly, and the controls make this easy as well.

Back on land, comparing today's results with 100 hp less than two years ago when I had 600 hp, I can confirm the differences are minimal. At this point, only engine list prices or personal preferences come into play.

THE WEEKENDER VERSION

We can say we "just missed it", as we weren't able to board and test this version for a few days — the test unit was urgently sent abroad, and weather prevented us. But we plan to revisit it soon. Meanwhile, the differences are clear.

The 33 Weekender is more

cruiser-oriented, with overnight capabilities.

The console interior becomes a true night-time "habitat", with a separate head including toilet, vanity, sink, and shower, plus a convertible double berth/dinette. Ceiling height is 195 cm, with windows and portholes providing ventilation and light.

Externally, the main difference is forward, where the sun pad joins the console-facing sofa to form a comfortable chaise longue.

The hull is the same as the 33 (open), although specs show 2 inches less overall length.

The additional weight compared to the open version comes from extra components. Maximum engine configuration and passenger capacity remain unchanged.

The price is slightly higher — just € 8,200 more.

MARLIN BOAT 33

TECHNICAL SPECIFICATIONS

Length overall	10.05 m
Certification length	9.30 m
Internal length	8.75 m
Beam overall	3.32 m
Internal beam	2.08 m
Tube diameter	0.64 m
Empty hull weight approximately	circa 2,000 kg
Watertight compartments	6
Passenger capacity	16
Maximum power	600 CV
Fuel tank capacity	480 l
Water tank capacity	90 l
CE certification category	B
Price hull only with standard equipment starting from	€ 141,600 + VAT

HONDA BF250 V6

Technology	4-stroke SOHC
Power	250 hp
Number of cylinders	6 V 60° – 24-valve VTEC
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	284 kg
Gear ratio	2:1
Available colors	Aquamarine Silver – Grand Prix White – Sporty White
Starting price	€ 28,310 VAT included, in Aquamarine Silver color

EQUIPMENT

SOME STANDARD EQUIPMENT

Bow pulpit in stainless steel and fiberglass with fairlead and stainless steel cleats; bow locker and anchor locker with upper sunpad; central helm console with windshield, stainless steel handrails, Fenix instrument panel, 12-function electronic switch panel with BLINK digital management, complete electrical system, leather steering wheel, compass, navigation lights, sliding cabin door with lock and two-seat forward sofa; forward cabin with 2 side windows and opening hatch, wooden sink unit, Corian countertop, concealed electric WC, LED lighting, and cushions covered with waterproof outdoor material; 90-liter water tank; 40-liter black water tank; 480-liter fuel tank; electric windlass with remote control, 7.5 kg stainless steel anchor with 50 m chain; hull and deck painted white, Ice White tube, and cushions in smooth grey Skai.

CONDITION ON TEST

Location	Lake Como, Garlate (LC)
People on board	2
Weather and sea conditions	sunny, calm waters, light breeze
Fuel on board	144 l
Water on board	0 l

ENGINE

Outboard	2 x Honda BF250 V6
Propeller	3 stainless steel blades Diameter 15 1/8", pitch 20"

CRUISING SPEED

4.000 | **28,3** | **54**
rpm | knots | l/h

NAVIGATION DATA

RPM	SPEED knots	CONSUM. l/h	TRIM %
650	1.3	3.2	0
1,000	4.6	6.2	0
1,500	6.6	12	0
2,000	8.9	19.6	0
2,450	12	21	0
2,500	13.4	23.4	0
3,000	14.7	30.6	0
3,500	23.3	40	0
4,000	28.3	54	0
4,500	33.8	69	0
5,000	38.7	84	0
5,500	42.3	119	0
6,000	45.7	173.6	30
6,100	46.5	174	30
6,300	48.5	179.4	30

Fuel consumption refers to the overall engine setup

*ECOmo mode

SHIPYARD

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THE DOG: A LOYAL COMPANION... IN LIFE AND ON FISHING

by Davide Acone

Anyone who owns a dog knows exactly how these animals can form an almost symbiotic bond with their owner, to the point of wanting to keep them always within sight... even if it means enduring situations that aren't always suited to their nature.

Dogs are social animals that need to feel part of a “pack”, establishing a true family hierarchy with a clear leader. Of course, every dog has its own personality, but we can say that some breeds are more predisposed to contact with water, feeling completely at ease jumping from a boat and swimming, while others are better suited to life in green spaces.

Typically, water-loving breeds are also those selected for work involving water, such as sea rescue or hunting in lakes or rivers.

Other breeds, perhaps selected for tracking scents, may not enjoy being in water, preferring areas where they can exercise their predatory instincts.

Naturally, there are always exceptions, and in any case, a dog will always try to follow its pack leader wherever they go, even if the destination isn't ideal for them.

Let's be honest: a dog with a fisherman as an owner — who occasionally forces early wake-ups and long days on the water, maybe even in the dead of winter — will have a tougher life compared to one lucky enough to have a mountain-hiking enthusiast as an owner!

All jokes aside, life on board can be enjoyable for a dog, but it can also turn into unnecessary torment if some precautions for their well-being aren't taken.

GETTING THEM USED TO THE BOAT

Some dogs might not particularly enjoy life on board and may suffer from seasickness just like a human. Unlike people, who can express their discomfort in different ways, especially verbally, with dogs we must be attentive to certain warning signs: low energy, panting, excessive salivation.

If these symptoms appear, navigation should be stopped immediately and the boat returned to the nearest port or shore.

To avoid planning a long trip or an entire day on the water with our four-legged friend only to have to cut it short due to their discomfort, it's better to start with some short practice outings, gradually increasing their duration so the dog can get used to these conditions.

ON LAND NEEDS

Every dog has certain needs, including the necessity of a few short walks on land.

Generally, a dog living in an apartment needs to go

out at least three times a day... and while many dogs are used to “holding it” for more than 12 hours, that shouldn't be considered normal.

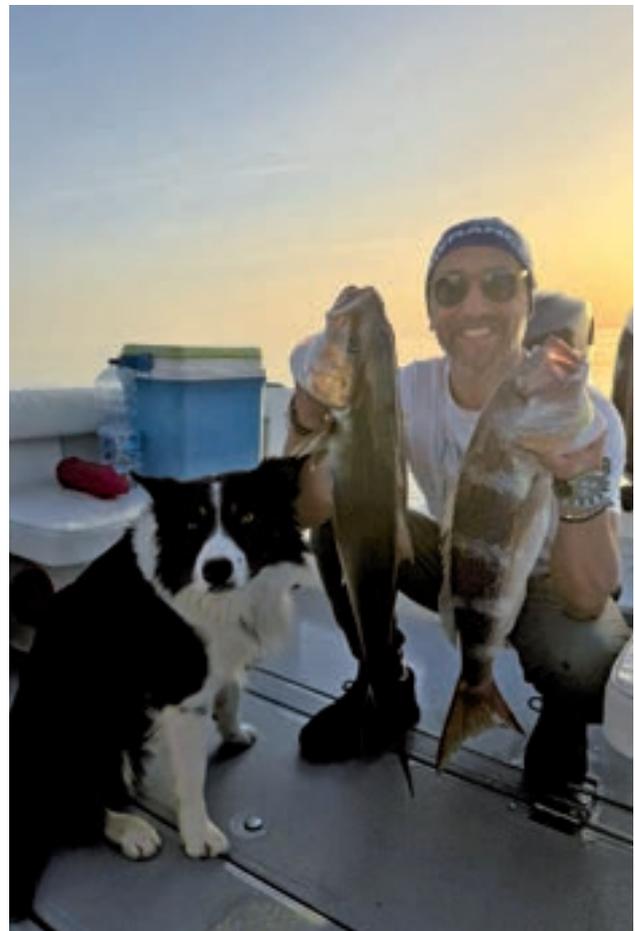
If we plan to go out on a boat and no one is at home to take care of our dog, bringing them along will allow them to spend the day in company and get a few walks before departure and immediately after returning. If the sea outing is expected to be long, we might sacrifice an hour of sleep to take our friend on a long walk before casting off... or plan a midday stop, perhaps near a beach, using the tender or inflatables to get them ashore.

During summer, this can also be a relaxing break for us... after all, one of the joys of having a dog is that they inevitably force us to take a pause from everything and dedicate time to their needs.

COMFORT...

Once it's clear that our four-legged companion has adapted well to life on board, and even during the adaptation phase itself, we shouldn't overlook many details that will make their day pleasant.

Considering a dog's needs, it's essential to provide a





shaded area with a comfortable cushion where they can rest without suffering from the heat, always with a bowl of fresh water that is changed regularly... while food isn't always welcomed during navigation: dogs may prefer to eat in calmer, more familiar conditions, perhaps once ashore or, better yet, back at home. If the boat has a cabin, don't deny them entrance: it can serve as a safe and comfortable spot to rest in the shade.

...AND SAFETY ON BOARD

Much depends on the type of boat—if it has very low sides or narrow passages to reach the bow, or if it's even a RIB—but generally, during navigation, especially at higher speeds, it's advisable for the dog to wear a life jacket to prevent danger in

case of an accidental fall into the water.

Another risk not to be underestimated comes from the fishing hooks themselves: for example, the treble hooks on minnows, the ever-tricky sabiki rigs, and even live bait that could be swallowed in a moment of distraction.

Hooks should always be kept out of reach, and lines in the cockpit should be managed carefully to avoid the dog getting tangled and potentially pulling hooks along with them.

In conclusion, our four-legged friends, if well-trained and accustomed, can be excellent companions on board as well as in life.

Fishing days can be very enjoyable for them, sensing and sharing in their owner's

well-being and tranquility, as well as moments of happiness. For instance, when I've taken my dog offshore, he seemed to spend time watching the lures in our wake, barking during a take... almost as if he wanted to celebrate with me!


 ADVENTURE ON *Water*

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THE CIRCUMNAVIGATION, AT LAST

ON BOARD THE MAGICIAN III WITH MARCELLO AND NOEMI

by Marcello Mainardi

The circumnavigation is nearing its conclusion. Mile after mile, together with Noemi and our Magician III, we've journeyed up the Adriatic, transforming a dream long imagined into something real, experienced each day on our own skin. This wasn't just a voyage along the Italian coast — it was, for me, a continuous test: decisions to make, forecasts to interpret, the sea to respect. Our Eolo Marine 590 Day became much more than a boat: it was home, a refuge on windy nights, a loyal companion on the toughest days, and a silent witness to the most intense emotions. Now, the horizon bears the name Venice. I feel the fatigue of the miles traveled, but above all the pride of having achieved, together with Noemi, a small but significant dream. Mile after mile, truly.



SEVENTEENTH LEG**Departure:** 08/17/2025**Route:** Otranto – Monopoli**Distance:** approx. 75 nautical miles**Average speed:** 12 kn**Weather:** sunny, wind > 14 kn**Boarding:** 9:00 a.m.**Arrival in Monopoli:** 5:00 p.m.

Mosquitoes disrupted our night's rest despite having set up a net over the hatch.

We departed at 9:00 a.m., and a nice breeze was already blowing — around 13 kn according to Windy. We hesitated about heading out to sea but decided to follow the lead of several other boats leaving the harbor.

Soon, however, we realized they were all heading to nearby coves, leaving us practically alone on the water, with no other vessels in sight.

Until Brindisi, the wind remained steady, with waves exceeding one meter, breaking over the hull and splashing aboard — the Adriatic's welcome.

But the troubles weren't only meteorological: the engine occasionally lost power.

I tried opening the throttle while it hiccupped.

It seemed to work temporarily, but the problem returned after a few minutes.

We decided to enter Brindisi harbor to investigate.

I was ready to replace the fuel filter (which I had carefully brought along with all necessary tools).

First, I made a few calls — to my friend Roby and my mechanic — while topping off the fuel tank.

I decided to head back out to sea to reassess, hoping to still reach Monopoli, the real destination of this leg. From that moment on, everything went smoothly: the engine issue didn't recur (perhaps some water had entered the tank and the circuit?).

The weather also gradually improved.

Traveling at 18 kn instead of 10 kn, we completed a very demanding 7-hour leg.

Exhausted, we reached Monopoli.

Unfortunately, with no advance reservation, there was no available berth. In the end, a boatyard offered us a spot in the travel lift basin.

We accepted immediately and, despite the unusual location, found it perfectly comfortable.

That night, instead of the usual starry sky, we

admired a crane with straps hanging down! The evening ended in festive Monopoli: the marching band, the concert in the square, and streets adorned with colorful lights.

EIGHTEENTH LEG**Departure:** 08/18/2025**Route:** Monopoli – Manfredonia**Distance:** approx. 76 nautical miles**Average speed:** 11 kn**Weather:** sunny, wind > 15 kn**Boarding:** 7:40 a.m.**Arrival:** 6:20 p.m.

We left our lovely berth under Monopoli's travel lift at 7:40 a.m. Today, again, the weather looked challenging.

Past Polignano a Mare, we headed toward Bari, but the wind and sea intensified.

We got splashed with salt, though it was warm and not too uncomfortable this time.

The stretch off Bari was the roughest of the entire journey, with some waves reaching two meters!

Still, we never felt unsafe enough to stop.

Moreover, the forecasts we consulted — wrong yet again — predicted calm seas and no wind.

Reaching Trani, we struggled to find a berth, then



Sailing towards Manfredonia.

Logbook: The last stop



The magnificent Gargano.

went ashore for lunch and visited the basilica and castle. Around 4:00 p.m., we set off again in still windy and choppy conditions. We reached Manfredonia in the late afternoon, mooring next to Gaspare and Cinzia’s “Maktub”, with whom we immediately became friends.

We stayed in Manfredonia for two nights; the following day proved windy again. We needed a rest day: recent legs had been long and demanding. During the stop, we took care of laundry — clothes, blankets, and sheets — a task that must occasionally be done!

NINETEENTH LEG

Departure: 08/20/2025

Route: Manfredonia – Termoli, Marina di San Pietro

Distance: 77 nautical miles

Average speed: 14 kn

Weather: sunny, wind < 5 kn

Boarding: 7:30 a.m.

Arrival: 3:00 p.m.

After bidding farewell to Cinzia and Gaspare — making plans to reconnect in San Benedetto del Tronto, their home marina — we resumed our journey toward Termoli. Finally, calm seas and no wind promised a comfortable cruise at good speed. We explored the Gargano coast, its stunning coves and caves navigable by boat, capturing incredible videos — an entire vacation would barely do this area justice.

We reached the eastern tip of Gargano with Vieste and Peschici, a peninsula dense with untouched forests.

The boat’s hull had become quite dirty since the adventure began, affecting cruise speed: compared to the start, speed decreased and fuel consumption rose. For example, initial legs allowed 20 kn cruise speed; now we barely reach 18 kn, and a 70-mile leg no longer fits in a single tank.

Noemi wished to detour to the Tremiti Islands, but the weather radar showed strong winds there, so we reluctantly abandoned the plan. Six miles from Termoli, we anchored along a long beach for lunch and a quick swim. By 3:00 p.m., we reached Termoli’s Porto di San Pietro, mooring in a convenient fingered berth. Dinner was aboard *Magician III*, followed by a stroll through Termoli, then to bed.

Logbook: The last stop

TWENTIETH LEG**Departure:** 08/22/2025**Route:** Termoli, Marina di San Pietro – San Benedetto del Tronto**Distance:** 78 nautical miles**Average speed:** 11 kn**Weather:** sun and clouds, wind > 13 kn**Boarding:** 9:45 a.m.**Arrival:** 9:00 p.m. at San Benedetto del Tronto

Due to the wind, we stayed an extra day in Termoli. Energized, we resumed with enthusiasm and favorable forecasts.

This leg would likely be one of the longest of the circumnavigation.

Departure wasn't ideal: rough seas up to a meter high, wind at 12–13 kn with gusts to 16–17 kn.

We hoped conditions would improve — vainly.

Forecasts were once again wrong.

We handled navigation well, even in rough seas and nearly alone (just a few distant fishing boats and large ships). Experience helped us stay calm.

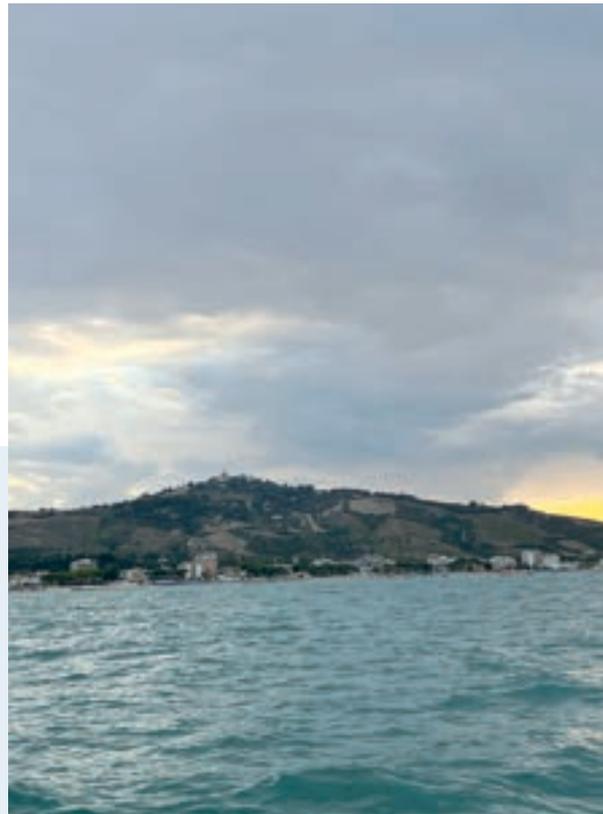
We reached Ortona around 12:30 p.m., mooring for lunch and rest. At 4:00 p.m., we returned to sea, hoping for calmer waters. Little changed.

We aimed to reach San Benedetto del Tronto.

Traveling at 10–11 kn, we arrived after 9:00 p.m., already dark. During the last six miles, the sea calmed, letting us increase speed slightly.

At San Benedetto del Tronto, the kind dockmaster welcomed us.

After a refreshing shower, we reunited with Gaspare and Cinzia, who greeted us with fresh, steaming olives Ascolane, straight from a local kitchen. We enjoyed dinner aboard their more comfortable boat with good wine, then explored the town's artisan and antique stalls.

TWENTY-FIRST LEG**Departure:** 08/23/2025**Route:** San Benedetto del Tronto – Fano**Distance:** 70 nautical miles**Average speed:** 16 kn**Weather:** sunny, wind < 3 kn**Boarding:** 10:00 a.m.**Arrival:** 7:00 p.m.

Sailing towards San Benedetto del Tronto.

After the previous day's sailing, we sleep in, fully recharging our energy. At a leisurely pace around 10 a.m., we leave the marina and set course for Fano. For the first time in the Adriatic, we encounter glassy seas and a gentle wind of only 3 knots.

Before long, we reach the beautiful, verdant Conero, passing the beaches famously known as "Le Due Sorelle", and anchor at Portonovo, near the partially submerged cliff called "I Travi".

We linger here, savoring the charm of this spot, with water still crystal clear (from this point on, the beauty of the sea will become just a memory).

At 7 p.m., we enter Fano harbor, mooring stern-to along the dock directly opposite the Coast Guard station.

Here we are joined by our friends Davide and Valentina, who are on their way to Puglia for a wedding, and we enjoy a delightful evening together.

Logbook: The last stop

TWENTY-SECOND LEG

Partenza 24/08/2025

Fano – Rimini;

Distanza 22 miglia nautiche;

Velocità media 14 kn;

Meteo nuvoloso e vento 7-8 kn;

Orari imbarco ore 14:00,

arrivo a Rimini ore 16:15.

Given the unfavorable weather forecast, we take a morning walk. Overnight, a violent storm swept through, mainly affecting the Cervia area and causing significant damage. At 2:00 p.m., we head out to sea. The wind is light, but the sea remains unsettled from the night before: waves reach up to a meter high, though they are not particularly troublesome due to their long intervals. We decide to make a short stop in Rimini—an intermediate pause in anticipation of the long-dreamed arrival in Venice. In just two hours of sailing, we are there. The evening inevitably concludes with a dinner of Romagna piadina!

VENTITREESIMA TAPPA

Departure: 08/25/2025

Route: Rimini – Venice, Piazza San Marco

Distance: approx. 90 nautical miles

Average speed: 17 kn

Weather: sunny, wind < 6 kn

Boarding: 9:30 a.m.

Arrival: 6:00 p.m. at Piazza San Marco

We wake early in the morning, fully aware that, if the weather conditions are favorable as forecasted, we can reach our



Anchored at the Conero.

long-awaited destination — Venice — within the day. Before leaving Marina di Rimini, it is necessary to print the temporary registration plates required to navigate within the lagoon (for which I had submitted a request a few days before departing from Varazze). The Rimini Harbor Master kindly goes a step further and laminates them for us, allowing us to affix them to the stern of the Magician III. Once we leave the port, the meteorological and sea conditions look promising, allowing for a smooth and uneventful passage. The hull of the boat, lacking antifouling, has become very dirty, and we barely reach 18 knots. Halfway along our route, we come across the mouth of the Po River, where we make what will prove to be the last

refueling stop of our journey. North of the Po Delta, we anchor in four meters of water for lunch and to review one final time the navigation rules within the Venetian lagoon. Afterward, we lift the anchor and set off again to cover the final 30 miles of our voyage. We reach the central entrance to the lagoon at Malamocco. Immediately, we must pull aside to allow a large cargo ship to pass. During this brief pause, we raise the Grand Pavese, festooning the Magician III in full celebratory dress. We begin navigating the Venetian lagoon, following the channel through which we entered.

After a couple of carefully executed crossings — there is a bit of traffic — we enter the Giudecca Canal and finally arrive right in front of Piazza San Marco, our ultimate destination! What an incredible thrill and a deep sense of satisfaction: we can truly say we made it!

We cross the Giudecca Canal and enter the enchanting Compagnia della Vela marina on the island of San Giorgio, directly opposite Piazza San Marco. Here is our reserved berth, and after freshening up, we take the customary photos and notify friends and family of our arrival in Venice.

As evening falls, we take a vaporetto to explore the city. Over the next two days, August 26 and 27, we thoroughly navigate the canals of the lagoon, going ashore many

Logbook: The last stop

times to discover Murano, Burano, Mazzorbo, the island of Sant'Andrea, Certosa, Sant'Erasmo, Punta Sabbioni, Marina di Lio Piccolo, the island of San Francesco del Deserto, and Torcello.

Venice is breathtaking, but in my opinion, it is even more captivating when explored independently aboard your own boat.

On August 28, we reach Camping Fusina, where the adventure of our circumnavigation finally comes to an end with the hauling of the Magician III.

To our great surprise, my brother Guido is there waiting for us with our parents. Embracing them at the conclusion of this adventure is the last profound thrill of this incredible journey.

After approximately 1,637 nautical miles and 138 hours of sailing, a small yet great dream of mine has been realized! Beyond the magnificent places that will forever remain etched in my memory, I carry in my heart every single encounter with the wonderful people who made this journey even more extraordinary.



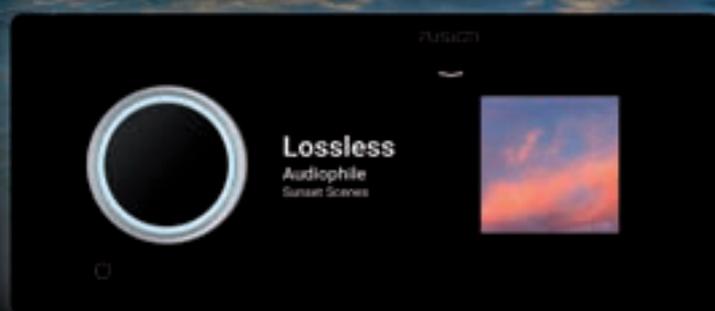
The Magician moored at Compagnia della Vela, facing Piazza San Marco.



Moored in a canal in Murano.

Logbook: The last stop

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TUCCOLI MARINE LAUNCHES THE T235SF

At the Pescare Show in Rimini, Tuccoli Marine unveiled the new T235SF, the first model in the Executive Sport Vessel (ESV) range in the 7-meter segment. This B-category fisherman cruiser stands out for its robust hull, versatile layout, and integrated digital technology, confirming the Tuscan shipyard's "over-engineering" approach.

The T235SF measures 7.2 meters in length and 2.55 meters in width, designed to handle waves up to 4 meters and winds up to Force 8—conditions usually reserved for larger vessels. Its hull structure uses high-strength

biaxial fabrics, and it can be powered by a single or twin engine of up to 300 hp, ensuring a top speed of 42 knots. The interior layout is designed for both family use and fishing: a forward cabin with V-shaped double bed, a separate toilet, a kitchenette under the hard-top, and a modular cockpit with foldable seating and livewell tanks. A significant innovation is the Digital Passport with NFC, permanently integrated into the hull, allowing owners to access certificates, maintenance history, and technical documentation, enhancing the vessel's long-term value and anticipating European standards for material traceability.

Following a 35% growth in 2025, Edoardo Campoli was appointed as the new Quality Manager to standardize production and after-sales processes. The shipyard also expanded its production facilities and installed a photovoltaic system covering 60% of its energy needs.

The first T235SF will be showcased at the 2026 Genoa International Boat Show.



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SIMRAD NSO® 4: THE MOST INTUITIVE PREMIUM CHARTPLOTTER EVER

On the occasion of its 80th anniversary, Simrad Marine Electronics introduces the NSO® 4, a new chartplotter based on the NEON™ operating system, designed to offer an intuitive and high-performance navigation experience. Targeted at discerning boaters and anglers, NSO 4 combines responsiveness, simple control, and refined design.

The largest display ever made by Simrad features an 8-core Qualcomm® processor, 35% faster boot times, automatic routing 10 times faster, and eight times the storage.

The glass-to-edge finish with slightly curved edges ensures both elegance and functionality, while the new “swipe-to-reveal” activity bar simplifies interaction. NSO 4 acts as an integrated control hub, connecting radar, sonar, engine systems, and lighting/audio modules.

AutoTrack™ Radar, safety alerts, and automatic routing facilitate navigation, while anglers can leverage HALO® radar and multiple sonar modules, supported by ROFFS® forecasts. Compatible with C-MAP® DISCOVER® X and REVEAL® X, NSO 4 supports multiple charts simultaneously, with direct updates via X-Chart Manager and third-party map support, optimizing safety, fishing, and marine navigation. NSO 4 line pricing starts at € 6,499 + VAT.



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CALLEGARI RIBS: TECHNOLOGICAL REVIVAL FROM AEROSPACE



The renowned Italian RIB brand Callegari returns to the international scene with an innovative approach that combines nautical tradition and aerospace technologies. Active since the 1970s, the shipyard produced thousands of inflatable boats, earning international recognition for construction quality and reliability.

The new phase follows the acquisition of the brand, key assets, and know-how by Gruppo Industriale Recchia through Aviorec, a company specialized in designing and producing composite structural components for the aerospace sector. Aviorec manufactures critical parts and complex assemblies, including helicopter rotor blades, collaborating with leading aircraft manufacturers.

This aerospace expertise will now be applied to the nautical sector, resulting in technologically advanced boats and innovations in materials.

The Callegari team has been reorganized to support this revival. Jacopo Recchia, CEO of Aviorec, also leads the new nautical division. Commercial operations are managed by industry veteran Giampaolo Capponi, while engineer Antonello Guidi oversees technical and operational activities. Design direction is entrusted to architect Francesca Rubbi, with designer Lorenzo Guadagnucci responsible for the exterior design of the top-of-the-line maxi-RIB currently in advanced development.

The Callegari acquisition not only strengthens the group's maritime presence but introduces an interdisciplinary approach, combining the high-performance characteristics of aerospace materials with Italian nautical tradition. The result will be a new generation of RIBs with sophisticated design, structural robustness, and advanced technologies, ready to compete in international markets.

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ASTONDOA 577 COUPÉ: DEBUT IN DÜSSELDORF



Unveiled at boot Düsseldorf, the new Astondoa 577 Coupé represents the latest evolution of the Spanish shipyard's sporty line. Measuring 15.90 meters in length, 4.61 meters in width, and with a draft of 1.35 meters, the 577 combines shallow-water agility with open-sea stability, thanks to its V-shaped hull optimized for high performance and low fuel consumption.

Propulsion options include Volvo IPS 800 or triple Mercury Verado V12 engines of 600 hp each, providing rapid acceleration, precise maneuverability, and high top speed without compromising onboard comfort.

Weight distribution and hull design reduce rolling and ensure smooth navigation even at high speed.

The interior accommodates two cabins with premium materials and high-end finishes, while the aft area features a transformable beach club and integrated garage for tenders and water toys.

The fully integrated sunshade system allows adjustable shade throughout the day, enhancing the usability of outdoor spaces.

Fuel and freshwater tanks of 2,000 liters and 500 liters, combined with a light and balanced layout, provide long range and consistent performance.

The aggressive silhouette, inverted bow, stepped transom, and clean, powerful lines give the yacht a dynamic, recognizable identity.

With the 577 Coupé, Astondoa confirms its philosophy: vessels designed for advanced performance, high comfort, and a unique style, merging craftsmanship and technological innovation in every detail.

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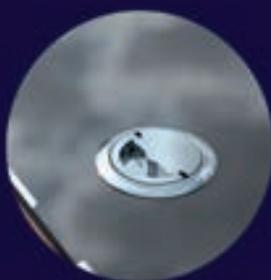
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DIBS 2026: APRIL 8–12, DUBAI, THE CAPITAL OF SUPERYACHTS

From April 8 to 12, 2026, the Dubai International Boat Show returns to Dubai Harbour for its 32nd edition, reaffirming its role as a strategic platform for the global yachting industry. Organized by the Dubai World Trade Centre, the event has become a must-attend for owners, shipyards, brokers, and operators active across Europe, the Middle East, and Asia.

The success of DIBS lies in its unique position: it is not just a trade show, but a privileged observatory on the evolution of the superyacht market and luxury lifestyle. The United Arab Emirates, in fact, have increasingly become a prime destination for large yachts. Data confirm this trend: between October 2023 and June 2024, 64 yachts over 28 meters called at UAE ports—the highest number ever recorded—representing a 12% increase over the previous season (U.A.E. Yachting Market Insights 2024, IR Yachts). A clear signal of growing and increasingly structured regional demand.

In this context, geography and seasonality play a decisive role. While many European marinas slow down during the winter months, Dubai remains a fully active yachting ecosystem, supported by modern infrastructure and an ever-expanding range of services. With its 1,100 berths, Dubai Harbour allows for in-water exhibitions in a warm-water environment that showcases layouts, outdoor spaces, ventilation systems, and technological solutions designed for hot climates.

The 2026 edition will highlight the most significant trends: the spread of hybrid propulsion systems, growing attention to sustainability, and advanced integration of onboard technologies. Yachts are evolving into true autonomous Smart Sea-Homes—connected, highly customizable, and capable of blending residential comfort with high performance. Significant focus will be given to extreme customization, now an essential feature for owners who view their vessel as a private floating residence, designed to reflect personal identity and lifestyle. Further reinforcing the event's role as an international discussion platform is the Annual Dubai Boat Show Leisure Yachting Conference, scheduled for April 7, 2026, on the eve of the opening. The conference will bring together global experts and stakeholders to analyze market conditions, operational challenges, and emerging trends, providing a strategic framework for the exhibition days. At the same time, the ongoing development of Dubai's yachting infrastructure and waterfront lifestyle — ever more geared toward super and giga yachts — strengthens the show's position as a crossroads of qualified demand, innovation, and long-term vision. The event is not just about business: iconic vessels, world premieres, and dynamic demonstrations will grace the quays, attracting professionals, investors, and enthusiasts alike, confirming DIBS as the barometer of the future of luxury yachting.

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RIO YACHTS LAUNCHES THE SPORT COUPÉ 50



Rio Yachts presents the new Sport Coupé 50, a 15.24-meter vessel designed for those seeking a boat suitable for year-round living. This model positions itself among the “world boats”, capable of comfortably navigating not only Mediterranean waters but also northern and tropical climates.

The project was conceived to meet the needs of owners looking for enclosed saloons, functional spaces, and long-range cruising capabilities. The interior layout, modular and filled with natural light, allows a seamless transition in seconds from a fully open environment to a climate-controlled, protected space. Two large electrically opening side windows, a fully sliding cockpit door, and the standard louvered roof ensure constant interaction with the outdoors without compromising comfort.

Below deck, the layout includes three cabins: a central master with an en-suite bathroom, a forward VIP with a separate bathroom, and a third cabin with bunk beds that can be converted into a crew cabin with independent access. Stylistic elements, such as the spiral staircase opening onto the ceiling hatch and the optional column-style refrigerator, add character to the interior.

On deck, a hybrid walkaround and raised coaming design enhances safety and mobility onboard. The forward cockpit is equipped with integrated benches, a removable table, and large-capacity scuppers. Aft, the hangar can accommodate a compact tender or, on request, a jet tender complete with a lifting system. Propulsion is provided by shaft-line engines: two standard 600 hp Cummins, with an optional 715 hp configuration enabling speeds up to 35 knots. Both engine options are prepped for a gyroscopic stabilizer, optimizing performance even in challenging conditions.

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NARROWBOATS

THE PHENOMENON AND ITALIAN MARKET CONSIDERATIONS

by naval surveyor Daniele Motta

In this edition, I have decided to discuss what appears to be, at the very least, a phenomenon that is showing steady growth and interest within both recreational and commercial boating: we are talking about narrowboats, which for some time now have been increasingly visible even in our country.

Before describing this emerging trend — or, more precisely, this form of interest from a specific niche of recreational boat owners — it is important first to understand what type of vessel we are dealing with, and, with a brief historical reference, also to outline its origins.

This category of vessel is a very specific type of barge, designed and dimensioned to navigate the locks of the United Kingdom.

Employed since the Industrial Revolution in the 19th century and continuing until the 1970s, these boats were essentially used for commercial purposes, sometimes towed by animals, specifically in the inland waterways (i.e., the canals) of the UK. Today, as is also the case with similar vessels in the Netherlands and other Northern European countries, narrowboats are used both for commercial purposes — such as cruises or hospitality activities — and as private residences.

Regarding their dimensions, they typically have a width of less than 2.13 meters (7 feet); their length, again dictated by lock sizes, can reach up to 21.95 meters (72 feet), with a height ranging from 1.21 meters to 1.47

meters (4 feet 10 inches) above the waterline.

In numerical terms, though limited to now somewhat dated figures from 2006, the UK had a notable total of 27,000 units, rising, according to the most recent data available in 2017, to 34,367 units. Today, many of these boats are built entirely in steel or aluminum.

As is easy to imagine, considering their length alone, this type of vessel offers generous onboard space: the layout below deck — aside from bathrooms or engine compartments — provides ample room for kitchens, living spaces, holds, and very often comfortably sized saloons. For the same reasons, even in commercial use, it is not uncommon to see narrowboats

NAVAL SURVEYOR DANIELE MOTTA

Daniele Motta is a naval surveyor, maritime consultant, and shipbroker mediator, recognized by major national and international organizations and institutions such as SCMS, FEMAS, and the Registry of Surveyors and Experts. He serves as a Marine Loss Adjuster for leading national insurance companies and, in addition to being an examiner for the United Kingdom's Maritime and Coastguard Agency, he is also a Marine Casualty Adjuster at the Court of Appeal in Venice. His professional and survey activities focus particularly on commercial recreational boating, shipping, and the management/consultancy related to the operation of naval units. Active in maritime communication and publishing since 2015, he contributed to the publication (The Recreational Boating Reform) and has collaborated with various specialized boating magazines. As an educator and trainer, he has conducted numerous courses and seminars dedicated to the maritime cluster. He currently carries out his professional and scientific activities as an independent practitioner (www.perizienavali.it).



Do you have any questions for naval surveyor Daniele Motta?

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serving as offices, restaurants, or small hospitality ventures, sometimes in local contexts not far from urban centers.

HOW IS THIS TREND DEVELOPING IN ITALY?

Certainly, factors such as personal interests, passions, creativity, or even the legitimate adoption of solutions historically more common in Northern Europe play a role; the fact remains that narrowboats are attracting increasing attention in Italy.

However, at least physically, and as many may understand, the presence of vessels similar to narrowboats is not entirely new for our country: scattered here and there, perhaps in some ports or along certain inland waterways, these units cannot be considered entirely unprecedented.

As mentioned at the beginning of this article, there now seems to be a niche of users interested in purchasing these boats — primarily from abroad, given their wider availability. In my own professional experience, I have personally engaged with this segment on what was, for me, quite a singular assignment.

Let us now examine what factors are driving interest in these vessels.

A first, highly significant factor is the average purchase price: for acquisitions (predominantly used boats), depending on outfitting, size, age, and general condition, prices range from approximately £ 20,000 up to around £ 140,000 on average.

While this does not account for costs such as

transfer, refitting, customization, or technical, administrative fees, these figures clearly make narrowboats an appealing option for a segment of new owners.

The second factor is the significant availability of vessels within this market niche. In terms of choice alone, this offers ample opportunity to find a unit that best meets the owner's recreational or commercial needs, at costs far more accessible than newly built vessels.

The final factor is the theoretical versatility of these boats for certain potential commercial uses: as we have already noted, the possibilities are numerous.

TECHNICAL, ADMINISTRATIVE AND INSURANCE CHALLENGES APPLIED TO OUR NATIONAL CONTEXT

While the uses and certain commercial and recreational potentials may be objectively appealing, there are some challenges, dictated by regulations and standard practices, that must be considered when discussing potential deployment in our territory. Without delving too deeply — for reasons of space and the nature of this overview — we can quickly highlight a few points worthy of brief reflection.

The first considerations concern the proper technical and administrative classification of these vessels, especially for commercial use but also for private use: from a registration standpoint (given their length, these are classified as registered movable assets), one might ask — or even regulate —

► TECHNIQUES AND TIPS

whether they are formally “minor ships and floating units” or recreational vessels (either purely recreational or commercial), with the corresponding application of technical, administrative regulations for these two distinct categories, as outlined in the main legal frameworks (the Navigation Code and the Recreational Boating Code, in particular).

Now, speaking purely as observers (even though I have my own professional technical opinion), as has been the case for almost a decade with phenomena that have become structural — such as the Boat & Breakfast trend — we may once again face regulations that do not promptly align with or adequately address evolving uses and the often

intense competition from other registries.

Secondly, two further elements must be taken into account: the first concerns navigation safety, which is inevitably tied to the applicable regulations and technical regime, particularly in commercial use where passengers, guests, or visitors are involved. The second element concerns insurance, both for the vessels themselves and, to a slightly lesser extent, for their use. It should be noted that in the UK, insurers adopt named risks and specific coverage exclusions for these vessels; the same approach is not necessarily applicable in the Italian market. This is in addition to policy frameworks primarily based on Italian recreational boating

coverage and commercial hull policies, which, as we have discussed in previous articles in this column, could also benefit from updates and improvements to keep pace with new uses, risks, and claims management methods.



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PURCHASING A NEW CATAMARAN IN ITALY

WITH SUBSEQUENT REGISTRATION IN FRANCE: WHERE SHOULD VAT BE PAID? A PRACTICAL CASE AND ITS IMPLICATIONS

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

Purchasing a catamaran is an operation that, while seemingly straightforward, can become complex when cross-border elements come into play. Indeed, in such cases, the delicate issue arises of where the VAT should be paid. The scenario concerns a new

catamaran, built in Italy by a domestic shipyard, and purchased by a private individual residing in France, who intends to register the vessel with the French authorities. In this case, it is necessary to determine whether VAT should be paid in Italy or accounted for

in the destination country, namely France. To answer this question, reference must be made to two key provisions of Italian VAT legislation:
1. Article 7-bis of Presidential Decree 633/1972, regarding the territorial scope of the tax on the



ATTORNEY MASSIMO FABIO

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

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supply of movable goods;

2. Article 41 of Legislative Decree 331/1993, which governs intra-community supplies.

According to Article 7-bis, a supply of movable goods is territorially relevant in Italy when the goods are physically located within the territory of the State at the time of supply.

Therefore, applying this rule, if the sale of the catamaran is completed while the vessel is in Italy, the transaction would be subject to VAT in Italy. However, for new means of transport, further considerations must be made in light of the rules on intra-community transactions concerning the supply of new transport vehicles.

Indeed, under Article 41, paragraph 2, letter b) of Legislative Decree 331/1993, the following are treated as non-taxable intra-community supplies: "Transfers for consideration of new means of transport as defined in Article 38, paragraph 4, transported or shipped to another Member State by the seller or buyer, or on their behalf, even if not carried out in the course of business, trades, or professions, and even if the buyer is not a VAT taxpayer".

To determine the applicability of the non-taxable VAT regime, one must first consider the definition of "means of transport".

Under Article 38, paragraph 4 of Legislative Decree 331/1993, means of transport include, among others, boats longer than 7.5 meters and vehicles with engines exceeding 48 cc or 7.2 kW, intended for the transport of persons or goods, excluding

vessels used for commercial activities, fishing, or for rescue or assistance operations at sea.

A means of transport is not considered "new" if:

- it has traveled more than six thousand kilometers, and
 - the sale occurs more than six months after the date of first registration or entry in public registers, or an equivalent official act;
- or
- it has been in operation for more than one hundred hours, and
 - the sale occurs more than three months after the date of first registration or entry in public registers, or an equivalent official act.

Once this verification confirms that the vessel qualifies as "new", if the supply is for consideration and the new means of transport is shipped to another EU Member State, the transaction is not taxable in Italy, and VAT must be accounted for in the destination country, regardless of the purchaser's status (private individual or VAT-registered entity).

Finally, this conclusion applies independently of whether the means of transport is registered in the appropriate official registers.

Therefore, in the case at hand, the buyer of the catamaran may properly account for VAT in France, after confirming that all conditions prescribed by EU legislation are met.

60 ITALVIPLA

anniversary



Grazie!



In occasione del nostro 60° anniversario, desideriamo esprimere un sincero ringraziamento a tutti i clienti che ci hanno scelto permettendoci di raggiungere questo grande traguardo.

La vostra fiducia ci ha consentito di crescere, innovare e migliorarci nel tempo.

A voi, stimati clienti, un "grazie" per essere stati parte della nostra storia e insieme a voi ci auguriamo di scrivere i prossimi capitoli di questo viaggio.

STEPHENS WARING: MODERN TRADITION

Say “Maine”, and your mind immediately drifts to lobstermen shrouded in fog, the ancient knowledge of master shipwrights, and lobster fishing trips in the icy waters of the Atlantic. It’s a place where boating is not fashion, but survival, history, and culture. The Stephens Waring studio has its roots firmly planted in this land. Interpreters of the “Spirit of Tradition”, Bob Stephens and Paul Waring preserve the elegance of classic lines while reimagining them with cutting-edge solutions. Sailboats, motorboats, even floating homes: every project is the result of a delicate balance between craftsmanship and engineering. Because beneath the allure of wood beats an ultra-modern heart.



Bob Stephens (left) and Paul Waring (right) in their studio in Belfast, Maine (USA).

► DESIGNERS AND NAVAL ARCHITECTS

This is not Belfast in Northern Ireland, home to the massive industrial shipyards where the Titanic was built. This Belfast is a small gem nestled on the western shore of Penobscot Bay, Maine.

With just over six thousand inhabitants and a pace dictated by the tides of the Atlantic, it's small in size but big in nautical creativity—rivaling even the major design capitals. Here is where Stephens Waring has established its studio, in a town that has become the gravitational center of the “Spirit of Tradition”.

Bob Stephens and Paul Waring first met between 2008 and 2009 while both working at the historic Brooklin Boat Yard in Maine. It was there that a professional synergy was born, destined to deepen over the years. In 2011, drawing on solid hands-on experience, they decided to branch out on their own, opening their studio just an hour from Brooklin.

Both sailors and craftsmen before being designers, they bring together two complementary visions. For

Bob Stephens, a boat is above all a work of art that must perform. Deeply rooted in traditional construction, he possesses a rare instinct for the “right line”, the one that separates the ordinary from the extraordinary. His goal is to transform clients’ desires into tangible vessels, striking the perfect balance between classical elegance and contemporary functionality.

Paul Waring, on the other hand, is the conceptual engine of the duo: in technical challenges, he sees opportunities to push design beyond conventional boundaries. Driven by a constant curiosity for structural innovation, he enjoys experimenting, integrating advanced materials and solutions into forms that remain faithful to the spirit of nautical tradition.

Together, they have turned the “Spirit of Tradition” into a trademark: a design philosophy where the magnetic charm of the 1950s and '60s is not a technological limitation but the shell of cutting-edge engineering.



Cirrus, a 68-footer by Stephens Waring Design, underway: a perfect balance between the elegance of the Spirit of Tradition, full-carbon construction, and high performance engineered for ocean passages.

CIRRUS

One of the most emblematic examples of their philosophy is Cirrus, a 68-foot ocean cruiser delivered last year. The project originated from a conversation in 2017 with an experienced American owner and underwent a fascinating evolution.

Initially, the brief called for a Mediterranean-style yacht with a low profile and generous beam. However, living in Rockport, Maine, the client was captivated by the parade of classic yachts that sailed daily in front of his home.

“After seeing so many yachts in the Spirit of Tradition style, the owner started gravitating toward that look”, explains Bob Stephens. “We took the modern layout we had already developed and wrapped it in a much more classic hull form.

The client loved it. There were also clear functional benefits: the extended aft section allowed us to significantly improve the tender garage and storage”.

Cirrus evokes the golden age of offshore racing, when Cruising Club of America (CCA) designs ruled the seas. It eschews fleeting trends in favor of a classic spoon bow and a modest transom with a slight flare. Yet behind this aesthetic romance lies hi-tech construction by Jim Betts: hull and deck are vacuum-infused carbon with a foam core, a choice that ensures an exceptional stiffness-to-weight ratio. This structural lightness allowed weight to be returned to the interiors, designed for maximum comfort: powerful air conditioning, a wine cellar for 20 bottles, and a pop-up TV.

Ample space was devoted to the owner’s suite, featuring a comfortable sofa, generous wardrobe space, and a large bathroom with a separate shower.

Additionally, there are two double cabins, which can be arranged as singles if needed, plus accommodations for two crew members.

“Working with a palette of warm teak, white panels, and dark wengé decking, we created a timeless sense of luxury.

The living room is open-plan, with a fully equipped galley and a navigation table integrated into the same social space.

One of my favorite details is the row of central hatches on the deckhouse: they create a continuous shaft of light that floods the center of the spacious salon”, says Stephens.

Cirrus performs well even in light winds and is capable of long daily passages along the U.S. East Coast to the Caribbean, where it winters.

WISP

Cirrus is not the only sailing project delivered in 2025.

Last year also saw the launch of Wisp, a 12-meter daysailer designed for pure elegance, for the modern gentleman.

“When the owners explained their needs”, begins Bob Stephens, “we immediately understood they wanted a boat that was easier to handle and less expensive, to accommodate their desire for a comfortable daysailer. We drew inspiration from Anna, our 2018 creation, with a aft deckhouse, flush deck, and classic sleek ends”.

The design of Wisp pays homage

to Maine tradition, with an elliptical transom reminiscent of historic American schooners, adapted for modern requirements. “Ergonomics are much more important today than 100 years ago”, Stephens continues. “We study human dimensions to design cockpits and interiors that are comfortable, while preserving classical proportions”.

Despite its mid-century aesthetics, Wisp houses invisible technology, designed for solo sailing or reduced crews. “We’re proud of the spacious cockpit, with dedicated areas for sailing and relaxation”, explains Paul Waring. “We use modern equipment to make cruising effortless: the trick is integrating these components while respecting the classic style”. The boat features electric furling headsails, a furling boom, and hydraulic controls operated via foot switches, allowing “hands-free” operation.

Construction also blends eras: the hull is wood/epoxy composite, built at Artisan Boatworks. “We used the strip-composite technique”, Stephens notes, “where longitudinal strips of lightweight cedar form the planking, reinforced inside and out with E-glass for the best of both worlds: strength and lightness”.

Although designed for day trips, Wisp offers meticulously crafted full-height interiors, including an owner’s cabin, and even a touch of everyday luxury requested by the owners: “They wanted to prepare a hot coffee elegantly while sailing”, Waring smiles, “so we designed a custom pull-out

► DESIGNERS AND NAVAL ARCHITECTS

drawer for their preferred coffee machine”. For Bob Stephens, Wisp embodies the perfect escape: “If it were mine, I’d head to a nearby island every weekend. Drop anchor, grab ice from the fridge, and watch the sunset with a cold drink, then return to civilization the next morning, drifting away on the light breeze”.

ISOBEL

Within the Stephens Waring portfolio, motor projects are by no means absent. Among them, Isobel stands out — an Electric Commuter whose minimalist and elegant lines pay tribute to the Riva runabouts of the 1950s. Launched in 2024, the boat was developed for an owner seeking a reliable, quiet, and efficient craft to cover the two miles that

separate his private dock from the mainland on a daily basis. The Belfast-based studio, firmly rooted in the Spirit of Tradition, once again interprets the dialogue between heritage and innovation, pairing unmistakably classic forms with electric propulsion.

Measuring just over eight meters in length, Isobel conceals behind her retro charm a 40 kW (54 hp) motor by RAD Propulsion, powered by a 55 kWh battery pack supplied by Felten. Despite her nostalgic aesthetic, the boat is designed for thoroughly contemporary enjoyment: with a top speed of 25 miles per hour, she is fully equipped for waterskiing, aided by a stern platform that facilitates easy access to the water.

Her light displacement — just 1,250 kg with two people onboard — and shallow draft, which decreases from 675 mm to only 280 mm with the motor raised, make her exceptionally practical, allowing for trailer launching even on rudimentary ramps.

IMMERST

The latest frontier from Stephens Waring, announced last October, is IMMERST. With this project, the Maine studio expands its reach beyond yacht design, applying thirty years of nautical engineering to extreme architectural contexts. These are not just floating homes, but construction systems capable of inhabiting places where traditional building stops: cantilevered refuges on vertical



Wisp, an elegant 12-meter daysailer with a classic spirit, designed to deliver ease of handling, comfort, and the pure pleasure of sailing.



IMMERST, the new concept by Stephens Waring Design, redefines living at the boundary between land and water through sustainable architectures inspired by naval engineering, conceived to integrate in an immersive and respectful way into the most extraordinary environments.



cliffs, structures suspended among tree canopies, or floating modules perfectly in harmony with the marine ecosystem.

“Our nautical expertise is the result of decades of experience”, says Bob Stephens. “We were looking for a way to apply these valuable lessons to a more architectural field, and that’s how IMMERST was born. It’s both an approach and a destination, allowing clients to fully immerse themselves in natural environments previously accessible only with very high budgets. We leveraged our knowledge of materials to create contemporary, highly livable, environmentally conscious designs at costs comparable to traditional on-land construction”. Glulam, marine-grade stainless steel, advanced composites—but not only that: the real innovation lies in integrated systems. Decades managing light, heat, water, and waste aboard vessels allowed the team to make previously impossible spaces inhabitable. Examples include Alpine Jewel, a 30 m² house floating in midair thanks to sophisticated geotechnical and structural analyses, and Canopy, a 20-meter-high treehouse supported by a steel and

wood “spine”, literally allowing life among treetops. For those choosing life on the water, Stephens Waring developed OASys (Ocean Architecture System), a network of modular floating foundations that minimizes seabed impact while protecting the structure from waves and weather.

Early projects, already under construction in the U.S., demonstrate that yacht design today is a versatile discipline capable of crossing the boundaries of nautical engineering to engage with architecture, engineering, and sustainability in a truly interdisciplinary language.

STEPHENS WARING

www.stephenswaring.com

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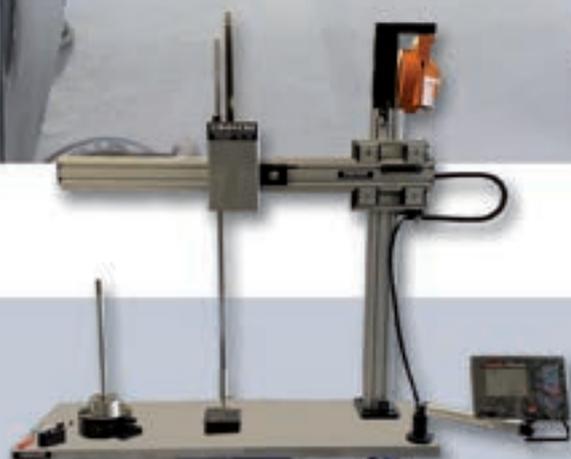
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MULLET SLICES WITH HERBS



Difficulty: low



Preparation time: 75 minutes



Serves: 2 peoples



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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 mullet:

Mullet fillet: 400–600 g

Salt: 100 g

For the dressing:

Lemon: zest of half a lemon

Lemon juice: 1 teaspoon

Chives: 1 teaspoon, chopped

Tarragon: 1 teaspoon, chopped

Fennel: 1 teaspoon, chopped

Extra virgin olive oil: 20 g

Maldon salt: to taste

Black peppercorns: to taste

PREPARATION

To prepare this dish, it is recommended to pre-freeze the mullet fillet for at least 72 hours at -18°C (0°F) to eliminate any risk of parasites.

Then, slice the mullet very thinly and arrange the slices on a large plate. Dress with extra virgin olive oil, Maldon salt, freshly chopped herbs, and freshly cracked black pepper. Cover with plastic wrap and let marinate in the refrigerator for at least 15 minutes.

FINISHING AND PRESENTATION

When ready to serve, remove any excess herbs and arrange the raw mullet slices on a serving plate. Finish with a few drops of lemon juice, a light grating of lemon zest, and fresh sprouts (in the photo, bramble sprouts).

CHEF'S TIPS

Mullet is a flavorful fish, perhaps somewhat forgotten today due to marine pollution. Its culinary fame often remains tied to bottarga, but it deserves to be rediscovered. It can also live in brackish waters, and the most well-known varieties are four: golden mullet, redbtail mullet, bosega, and botolo (or Liza ramada). Choosing fish caught in clean waters and handled carefully allows you to enjoy not only the bottarga but also the true quality and flavor of this extraordinary ingredient, delivering a memorable experience for the palate.





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2026 MARINAS SPECIAL EDITION

Guide to the Mediterranean marinas





PORTO CERVO MARINA ACHIEVES PORTO SOSTENIBILE® CERTIFICATION

Porto Cervo Marina, a company of the Smeralda Holding Group, has achieved the Porto Sostenibile® certification, reaffirming its commitment to the environment, people, and the community. The certification recognizes the adoption of the highest ESG (environmental, social, and governance) standards, including ESG Rating and ESG Reporting—transparent reporting tools aligned with the ISO 17029 FidESG® framework and validated by DNV. The marina, with approximately 600 berths and capacity for vessels up to 160 meters, primarily hosts international clientele and is set within the natural landscape of the Costa Smeralda®, managed by the Costa Smeralda® Consortium, which preserves over 96% green areas and 55 km of coastline. Porto Cervo Marina has implemented concrete

sustainability practices: efficient use of water and energy, safe management of wastewater, engagement with suppliers, and raising awareness among its guests. Social commitment includes initiatives with local schools, promotion of local culture, and sponsorship of environmental and sporting projects, such as the Smeralda Holding Blue Day and participation in the Blue Marina Awards, which in 2025 recognized the marina as a top tourist port with a focus on superyachts. In the past year alone, the Group invested over €700,000 to promote sustainability, inclusion, and the protection of the local territory. “Joining the Porto Sostenibile® certification protocol,” commented Mario Ferraro, CEO of Smeralda Holding, “represents for Porto Cervo Marina an alignment with the responsible development path that the entire

Smeralda Holding Group has been pursuing for years, consistent with the vision and investment strategies of our shareholder QIA. This journey is aimed not only at preserving the environment but, above all, at strengthening the connection between the marina, our guests, and the Gallura community, generating long-term value. Our goal is to improve every day, which is why we have set clear, measurable, and transparent objectives. The first responsibility we have, working within the tourism supply chain, is to be the best possible host for our planet, and only by operating sustainably can we continue to live in and foster growth in the territories where we operate.”

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FIV AND BLUE MARINA AWARDS: SPORT, INCLUSION, AND SUSTAINABILITY IN THE MARINA

The Italian Sailing Federation (FIV) and the Blue Marina Awards have signed an agreement to promote sustainability, inclusion, maritime culture, and sports in exemplary marinas. The partnership highlights marinas as centers of excellence, open to communities, fostering equitable access to the sea and sailing. The collaboration aims to spread best practices in environmental stewardship, safety, education, and awareness on ESG topics, supporting sailing as a tool for learning, well-being, and social participation. Ports, events, and local projects will become active spaces for dialogue between sports, tourism, and communities, integrating quality services, innovation, and environmental respect, while contributing to the sustainable development of coastal territories.

BLUE MARINA AWARDS

www.bluemarinaawards.com



On the left, Francesco Ettore, President of the Italian Sailing Federation, and on the right, Walter Vassallo, President of the Blue Marina Awards.

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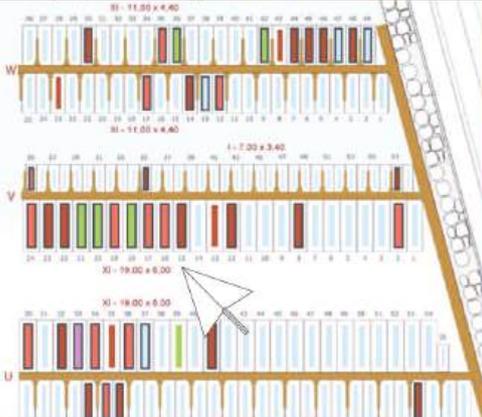
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Vicino ai diportisti
App del porto - Porto di Pisa



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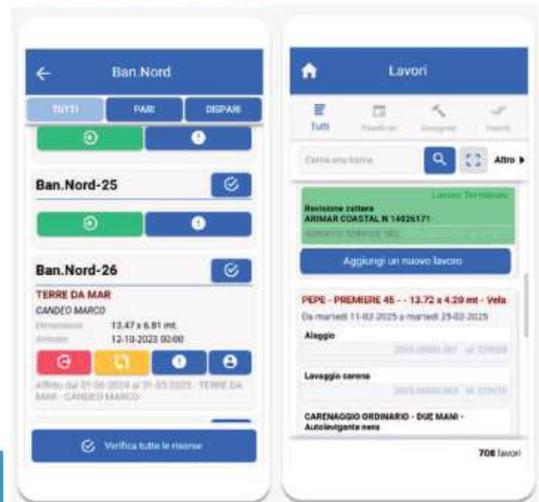


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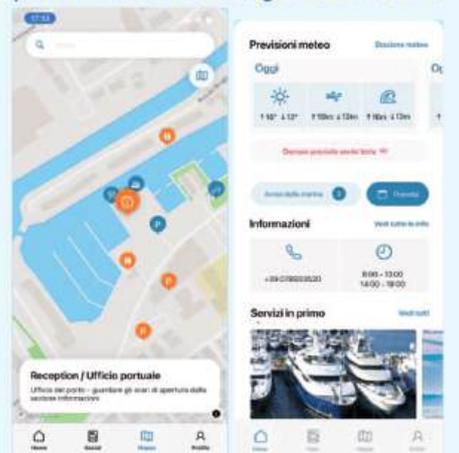


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Dati della barca

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Lunghezza RM: 4m
Pescaggio: 2m

Prenotazione ormeggio: € 236,00
IVA inclusa

€ 236,00
IVA inclusa

Prenotazione con approvazione della marina
La marina potrà accettare la tua richiesta entro le ore 17:30 del 18 febbraio

Note aggiuntive

Inserisci qui le note che vuoi comunicare alla marina. Hai preferenze sull'ormeggio? Viaggi in gruppo con altri?

Ho letto e accetto: le politiche di cancellazione, la privacy policy, il regolamento del porto e terminali e condizioni

Prosegui



D-MARIN: PREMIUM MARINA EXCELLENCE ARRIVES IN ITALY

Italy confirms its strategic role for D-Marin, the international network of premium marinas, which boasts its largest regional presence in the country. With six marinas distributed along the main Mediterranean routes, D-Marin continues to invest in Italy, integrating cutting-edge infrastructure, exclusive services, and digital innovation to deliver a consistent and recognizable premium yachting experience.

“Italy is a key market for D-Marin and represents our largest regional presence,” said Oliver Dörschuck, CEO of D-Marin. “It lies at the heart of Mediterranean navigation and hosts one of the most sophisticated yachting communities in the world. It is a country that combines long-term structural demand with the opportunity to further elevate the marina experience through premium hospitality, modernization, and digital innovation.”

Currently, the group manages 26 marinas across nine countries, with more than 14,000 berths and over 50,000 clients each year.

In Italy, the marinas are concentrated in strategic

areas such as the Upper Adriatic, Liguria, and Tuscany, ensuring a harmonized experience for yacht owners, captains, and crews, while preserving the unique character of each destination. Alongside Punta Faro, Marina degli Aregai, Marina di San Lorenzo, Marina di Varazze, and Porto Mirabello, Marina Livorno will soon open — a new facility capable of accommodating yachts up to 80 meters. This project further strengthens D-Marin’s positioning in the superyacht segment and demonstrates the group’s commitment to long-term development of premium marinas.

“Our ambition is to continue enhancing the experience offered at Italian marinas through a mix of premium hospitality, targeted infrastructure improvements, and digital transformation,” Dörschuck added. “We want every D-Marin destination in Italy to offer a distinctive, detail-oriented experience from arrival to departure.”

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DARSENA DELL'OROLOGIO

VENETO - BERTHS: 480 - LAT. 45° 35', 80" N - LONG. 12° 52', 30" E

Darsena dell'Orologio, strategically located in the heart of Caorle, is a modern marina with an entrance protected by breakwaters — the only one between Venice and Trieste. This feature ensures safe access even in adverse weather and sea conditions. The marina is easily reachable both by sea and by land. Just 500 meters from Caorle's historic center, one of the most charming in the area, it offers 480 berths with full services for vessels from 7 to 22 meters, all set in a calm and well-maintained environment.

It is the ideal location for both summer stays and annual mooring, thanks to the maritime



atmosphere that animates the town year-round. Additionally, the marina serves as a key stopover for sailors heading to Croatia: Punta Tagliamento is the perfect starting point for the crossing, remaining within 12 nautical miles from the coast.

The marina also features a fully equipped boatyard offering a wide range of services, including

repairs, maintenance, engine assistance, and a 100-ton travel lift capable of lifting even catamarans. The extensive outdoor area also allows for onshore storage of many vessels. Services include electricity, water, showers, restrooms, fuel station, divers, cranes, security, and Wi-Fi.

DARSENA DELL'OROLOGIO

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NAUTICA DAL VI

VENETO - BERTHS: 300 - LAT. 45° 29', 17" N - LONG. 12° 35', 176" E

Seven nautical miles north of Venice and 40 miles from the Slovenian and Croatian coasts, along the Sile River, Nautica Dal Vi has been operating since 1960 under the management of brothers Gian and Massimo Dal Vi. The marina offers 300 berths for vessels from 4 to 23 meters, all equipped with lighting, water, and

electricity. Surrounded by greenery in a peaceful and family-friendly environment, the facility provides all services for boaters and vessels: onshore and offshore assistance, parking, children's playground, 24-hour security and video surveillance, boat and engine maintenance and repairs, fiberglass work, electrical and electronic systems, upholstery, hauling and launching with hull treatments and antifouling, Wi-Fi, fuel station with self-service, supplies for fishing vessels, brokerage, new and used boat sales,



consultations, inspections, and an in-house nautical agency, as well as both covered and open-air onshore storage.

The marina also hosts a permanent boat exhibition, accessible both from the Sile River (3 km) and by land via the provincial road. Thanks to its privileged location and compre-

hensive range of services, Nautica Dal Vi has established itself as a reference point for boating enthusiasts, offering the chance to enjoy the sea in a relaxed, family-friendly, and green environment.

NAUTICA DAL VI S.R.L.

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2025/26

Bandiera Blu



Nel cuore della laguna, dove la navigazione incontra

la bellezza: a pochi minuti da Piazza San Marco, l'Isola della Certosa è un'oasi verde e tranquilla, autentica e naturale.

Venezia Certosa Marina è un porto moderno e completamente attrezzato per gli amanti del mare, capace di ospitare ogni tipo di imbarcazione: dalle barche a vela pronte per regate come la Barcolana e la Veleziana, agli yacht fino a 70 metri, fino alle imbarcazioni più piccole. Ogni posto barca è dotato di acqua, elettricità e Wi-Fi, con assistenza garantita 24 ore su 24.

Un cantiere professionale assicura servizi tecnici e manutenzione completi, mentre confortevoli lodge ed eleganti appartamenti offrono un rifugio sereno tra alberi, acqua e cielo. Che si arrivi in barca o si soggiorni a terra, **l'Isola della Certosa** accoglie i visitatori con un fascino senza tempo e il vero spirito veneziano.

www.veneziacertosamarina.it

Ufficio:

tel. +39 041 52 08 588

whatsapp +39 329 069 3950

Direzione del Porto:

tel. +39 320 658 3454

Isola della Certosa, 30141 Venezia – VHF 72



PORTO TURISTICO DI JESOLO

VENETO - BERTHS: 650 - LAT. 45° 28' N - LONG. 12° 35' E

In the heart of the Adriatic Riviera, Jesolo Marina Resort stands out for its modernity and hospitality, making it an ideal destination for boaters and sea lovers. Just steps from Jesolo's beaches, it offers high-quality services, exclusive comfort, and a strategic location that allows easy exploration of destinations such as Venice, the lagoon islands, and the Po Delta Park.

With over 650 berths, the marina accommodates vessels of all sizes. Each berth, on floating and fixed piers, is equipped with potable water, electricity, and free Wi-Fi, ensuring guests a comfortable, worry-free stay, enhanced by a dedicated pool and a floating kiosk.



Jesolo Marina Resort is also a full-service nautical center, featuring brand-new covered storage facilities with the latest equipment, and offering a wide range of services for vessel maintenance, repair, and care, guaranteeing qualified and personalized assistance for every need.

PORTO TURISTICO DI JESOLO MARINA RESORT

Tel. +39 0421 971488

www.portoturistico.it

Facebook: @portoturisticojesolo

Instagram: @portoturisticojesolo

VENEZIA CERTOSA MARINA

VENETO - BERTHS: 400 - LAT. 45° 26', 3.4728" N - LONG. 12° 22', 24.3768" E

There is a place in the waters of the Venice lagoon where navigation meets beauty and time slows down. It is the Island of Certosa: green, secluded, and just a step from the city. Only two kilometers from Piazza San Marco and less than 200 meters from the shores of the Castello district, the island opens onto the heart of Venice.

Venezia Certosa Marina is a natural harbor set within the lagoon's landscape. Its park, dotted with trees and paths suspended between sky and water, houses the marina—a modern facility designed for those passionate about the sea. It offers berths ranging from small Venetian “topette” to superyachts up to 70 meters, with



equipped floating piers, water and electricity supply, Wi-Fi, and 24-hour assistance, all within a natural and historic setting of remarkable beauty.

Every berth ensures comfort, safety, and privacy. Every service is carefully managed, with qualified staff on site. Onshore, the technical yard provides maintenance, hauling, and work on engines, systems, and deck equip-

ment.

For sailors, everything is here: technology, hospitality, and protection. The island also features lodges for those who prefer to stay on land, surrounded by greenery and the scent of the sea. Visitors to Certosa discover something unique: the silence only an

island can offer, just minutes from the heart of Venice, and the energy of a place that has transformed a monastic past into a sustainable present, powered by solar energy and embraced by nature. VHF Channel: 72

VENEZIA CERTOSA MARINA

Tel. +39 041 5208588

www.veneziacertosamarina.it

marina@ventodivenezia.it

PORTO TURISTICO DI JESOLO

MARINA RESORT



Eccellenza della Nautica nel Cuore dell'Adriatico



Piazza Rosa dei Venti 1 - 30016 Jesolo (Ve) - T. 0421 971488

www.portoturistico.it - info@portoturistico.it

45° 28 N, 12° 35 E



MARINA CAPO NORD

FRIULI VENEZIA GIULIA - BERTHS: 650 - LAT. 45° 41', 72" N - LONG. 13° 4', 10" E

In the Marano Lagoon, at the gateway to Lignano Sabbiadoro in the province of Udine, lies Marina Capo Nord, a marina located within the Aprilia Marittima nautical complex. The port blends seamlessly with its surroundings, overlooking the Adriatic Coast and offering 650 berths. Each berth includes a range of services, such as access to water and electricity, covered parking, Wi-Fi at every berth, satellite TV, mooring assistance and monitoring, and surveillance through closed-circuit systems. Additionally, daily weather bulletins and a pool with solarium are available. Clients of the Aprilia Marittima 2000 Agency can access numerous services free of charge through a special CARD, including at-sea assistance.



Onshore services, managed by the Cantieri di Aprilia, cover a wide range of maintenance and refitting operations for boats, including woodworking, metalwork, mechanics, engines, electromechanics, painting, polishing, winterization and de-winterization of engines, stainless steel work and mast mainten-

ce, as well as sail care.
VHF Channels: 9 – 16

AGENZIA APRILIA MARITTIMA 2000

Tel. +39 0431 522105

www.marinacaponord.it

agenzia@apriliamarittima2000.it

Facebook: @Marina Capo Nord - Cantieri di Aprilia

PORTO TURISTICO MARINA UNO

FRIULI VENEZIA GIULIA - BERTHS: 400 - LAT. 45° 39', 00" N - LONG. 13° 05', 5" E

In Lignano Sabbiadoro, at the mouth of the Tagliamento River and just 400 meters from the sea, lies Marina Uno – Marina Resort. The marina offers 400 berths for vessels ranging from 7 x 2.5 meters to 20 x 6 meters, equipped with poles for easy and secure mooring and pedestals providing electricity and water at the dock. Water depth ranges from 2.5 to 3 meters.

Services at the marina include weather bulletins, security, parking, storage, hauling, technical assistance, a 24-hour self-service marine fuel station, restrooms, showers, a pool with bar and lifeguard service, boating license school, diving school, boat charters, hotel with beauty center, traditional restaurant, bar, newsstand and tobacco shop. The marina entrance lies at the mouth of the Tagliamento River between two breakwaters, with a



23-meter-wide channel. The sandy seabed in the access channel may vary during winter. For over 50 years, Offshore Unimar has been a leading company in recreational boating in Lignano. It also provides covered and open storage spaces, seasonal boat and engine preparation, and berths at Marina Uno

Lignano Riviera and the Porto Vecchio dock in Lignano Sabbiadoro.

BERTH MANAGEMENT OFFSHORE UNIMAR S.R.L.

Tel. +39 0431 428255

www.offshoreunimar.com - info@offshoreunimar.com

Facebook: @Offshore Unimar Srl

Instagram: @offshore.unimar



offshore
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Corso dei Continenti, 165 – 33054 LIGNANO SABBIADORO (UD)

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MARINA DI RIMINI

EMILIA ROMAGNA - BERTHS: 622 - LAT. 44° 04', 60" N - LONG. 12° 34', 35" E

Marina di Rimini is one of the most prestigious and modern marinas in the Mediterranean, ideally located just steps from the city center and its beaches. With 622 berths, it is a reference point for sailing and recreational boating enthusiasts.

The marina offers numerous services, including covered and open parking, water and electricity at every berth, fuel station, basin water circulation system, black water collection, technical and mooring assistance, 24-hour service, as well as restrooms and showers. For specialized maintenance, a boatyard and a 100-ton travel lift are available for lifting, launching, and repairs of vessels and onboard equipment. Within this exclusive setting lies Waterdream Rimini, a floating resort offering a unique sea experience from a privileged position. Elegant suites, positioned directly over the water, feature two bedrooms, a kitchenette, and a living area with sea views.



Contemporary interiors with harmonious colors are designed for maximum comfort.

The panoramic terrace, equipped with sunbeds, provides spectacular sea views, ideal for relaxation. Waterdream Rimini perfectly combines luxury and convenience, allowing

guests to fully enjoy both the sea and the city.
VHF Channel: 69.

MARINA BLU S.P.A.

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Facebook: @Marina Di Rimini

Instagram: @marinadirimini.rn

PORTO DI VOLANO

EMILIA ROMAGNA - BERTHS: 90 - LAT. 44° 48', 13" N - LONG. 12° 15', 16" E

In the heart of the Po Delta Park, where the Po di Volano meets the Adriatic Sea, lies Nautica Mondo, managed by the Mondo family since the 1990s. Among the family members is Oreste, nicknamed "Gavino," famously referenced in Giorgio Bassani's *L'Airone* as a guide during hunting excursions in the valley, as was true in real life.

Porto di Volano offers a wide range of services, including mooring assistance, hauling and launching of boats, winter storage, engine repairs, boat rentals with or without license, fuel station, and radio assistance.

Additional services for boaters include daily weather reports, Wi-Fi, waste collection, and restrooms.



Each berth, bookable online, is equipped with potable water and electricity, while the piers are lit and monitored 24/7. Access is simple and secure thanks to a personalized entry card.

Nearby attractions include the Abbey of Pomposa and the Estense Castle of

Mesola. A visit to the Po Delta Park offers the opportunity to explore extraordinary landscapes where sky and land merge into breathtaking panoramas.

NAUTICA MONDO S.R.L.

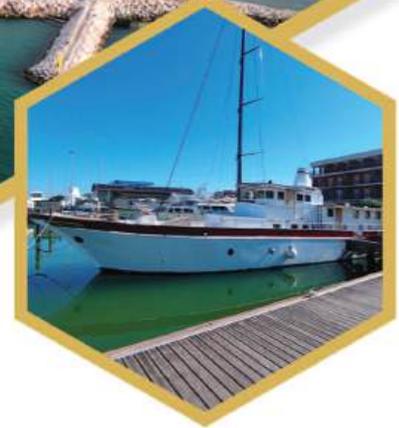
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MARINA DI RIMINI

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PORTO TURISTICO E DARSENA IN EMILIA ROMAGNA

Con 622 posti e uno specchio d'acqua che supera i 100.000 metri quadrati, Marina di Rimini è stato annoverato dagli esperti di settore **uno dei porti turistici più belli e all'avanguardia di tutto il Mediterraneo.**

È possibile accedere al moderno gioiello dell'Adriatico attraverso il vecchio porto canale che permette alle imbarcazioni di entrare con qualsiasi condizione di mare.

La struttura del Marina di Rimini è attrezzata con tutti i servizi necessari e tutti dislocati secondo una logica che ne implementa la funzionalità. Inoltre la posizione centrale, nel cuore della città, permette ai visitatori di essere vicini alle principali attrazioni turistiche e storiche e a tutti i comfort che la città stessa propone.

Tra i servizi offerti:

parcheggi coperti e scoperti, acqua ed elettricità, distributore carburante, ricircolo delle acque del bacino, raccolta acque nere, assistenza tecnica, assistenza all'ormeggio, servizio di assistenza 24h, servizi igienici e docce, servizio meteo.

Non manca inoltre una vasta area, disponibile al diportista, di rimessaggio e carroponte da 100 tonnellate per l'alaggio e il varo delle imbarcazioni e per la riparazione degli scafi, delle vele e degli equipaggiamenti di bordo.



Il Marina di Rimini Resort è inoltre in grado di offrire ai suoi ospiti una vacanza esclusiva ed indimenticabile anche se non si possiede una barca.

A bordo delle ormai famose **House Boat** potrete infatti provare delle emozioni indimenticabili ammirando il mare da una posizione privilegiata.

Le eleganti e moderne suite sull'acqua sono dotate di ogni comfort: aria condizionata, cucina, bagno, camere da letto e perfino un'ampia terrazza dove pranzare, cenare o fare colazione.

Per prenotare la vostra vacanza in questo paradiso contemporaneo:

www.marinadirimini.com/resort/

Marina Blu SpA

Via Ortigara 80 - 47921 Rimini (RN) - Italia - Tel. (+39) 0541.29488 - Fax (+39) 0541.439043 - info@marinadirimini.com

 [marinadirimini.rn](https://www.instagram.com/marinadirimini.rn)

www.marinadirimini.com

 [@Marina di Rimini](https://www.facebook.com/Marina di Rimini)

MARINA DI ALASSIO

LIGURIA - BERTHS: 550 - LAT. 44° 01', 07" N - LONG. 8° 11', 58" E

At the entrance to the town of Alassio, before a charming bay of fine sand, rises a rocky amphitheater hosting the Porto Luca Ferrari complex. Here is Marina di Alassio, whose privileged location makes it an ideal stop for sailors heading to the



renowned destinations of the French Riviera or to Liguria's gems, such as Portofino, Santa Margherita Ligure, Camogli, and the Cinque Terre.

Alassio is also a key destination for national and international tourism, thanks to its vibrant shopping streets, nightlife, close by to a golf club, airport, and high-level accommodation.

The marina offers 550 berths for vessels from 5 to 35 meters, each equipped with water, electricity, free Wi-Fi, and 24-hour mooring assistance.

Additional services include an ice dispenser, four

electric vehicle charging stations, coin-operated laundry, free parking for the first half hour, bike rental, and online grocery delivery.

Just steps from Porto Luca Ferrari lies one of Alassio's most beautiful public beaches, perfect for a relaxing seaside experience.

VHF Channels: 16 – 9

MARINA DI ALASSIO S.R.L.

Tel. +39 0182 645012

www.marinadialassio.net

Facebook: @marina.dialassio

MARINA DI CAPO SAN DONATO

LIGURIA - BERTHS: 548 - LAT. 44° 10', 56" N - LONG. 8° 22', 34" E

Located northeast of Finale Ligure, Marina di Capo San Donato spans 37,600 sqm, including 1,350 sqm of piers.

The marina, consisting of two docks, provides access to one of the most picturesque stretches of the Ligurian coast.

In recent years,

redevelopment projects have been carried out to meet the needs of boaters and protect the environment, including a basin for recovering boat wash water and an ecological island for recycling and disposal of polluting materials.

The sandy seabed ranges from 1.5



to 3.5 meters alongside the docks, while the entrance can be hazardous in rough easterly seas.

In case of emergency, the safest nearby anchorages are Baia dei Saraceni and Punta Crena in Varigotti.

A public port, Marina di Capo San Donato was established in 1964.

Thanks to upgrades and sustainable practices, it has earned and maintains ISO 14001 certification, ensuring a welcoming harbor for all.

Situated within the "Cetacean Sanctuary" area, the marina is often used as a base for scientific expeditions.

VHF Channel: 69.

MARINA DI CAPO SAN DONATO

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MARINA DI ALASSIO S.R.L.

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MARINA DI LOANO

LIGURIA - BERTHS: 997 - LAT. 44° 07', 59.6" N - LONG. 8° 15', 59.8" E

Inaugurated in 2011, Marina di Loano extends over more than 350,000 square meters, including 16,500 square meters of green areas, and offers 997 berths for vessels ranging from 6 to 77 meters (45 of which are dedicated to superyachts), finger mooring for boats up to 16 meters, 900 parking spaces, and a helipad. Each berth is equipped with electricity, water, broadband internet, satellite TV, and blackwater collection, while reception and security services are available 24/7, 365 days a year. The marina is an outstanding architectural work, featuring an overbreakwater more than 900 meters long that protects the internal water basin even in the harshest weather conditions. It has developed as a tourist and entertainment hub, including a yacht club, guest accommodations, conference rooms, restaurants, shops, a beach of over 16,000 square meters divided into four areas, a boyard, and services for both land and sea tourism.



Tennis, golf, trekking trails, climbing, and mountain biking are easily accessible just a few kilometers away. The state-of-the-art facility integrates harmoniously with the surrounding territory, with particular attention to environmental sustainability and the promotion of maritime culture.

Situated at the heart of the Cetacean Sanctuary and just a few miles from the Gallinara Island Marine Protected Area, the marina caters to a variety of travel purposes, offering a unique experience that captivates and fascinates every visitor.

VHF Channel: 9.

MARINA DI LOANO

Tel. +39 019 675445

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Instagram: @marinadiloano

LinkedIn: Marina di Loano S.p.A.

MARINA DI SAN LORENZO

LIGURIA - BERTHS: 268 - LAT. 43° 51', 39" N - LONG. 7° 58', 23" E

Overlooking a picturesque bay along the Riviera dei Fiori, Marina di San Lorenzo is a cutting-edge facility designed according to the latest standards.

Boaters can receive efficient assistance at any hour of the day: thanks to the marina's internal shipyard, all maintenance and repair operations can be carried out on-site.

The marina also offers 24-hour mooring assistance, waste disposal, Wi-Fi, parking, state-of-the-art electrical pedestals, and bike and e-bike rentals. Its seven piers can accommodate



268 boats ranging from 6 to 40 meters in a fully supervised and protected environment around the clock. The port has recently undergone a refurbishment, providing boaters with advanced electrical pedestals.

New superyacht berths have been safely positioned along the main quay, directly in front of the administration offices. The Riviera dei Fiori Resort, located within the marina, features 42 rooms and suites.

VHF Channel: 9.

MARINA DI SAN LORENZO

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PORTO DI ANDORA

LIGURIA - BERTHS: 852 - LAT. 43° 57', 3" N - LONG. 08° 9', 25" E

In the heart of the Riviera di Ponente, between Capo Mele and the mouth of the Merula River, Porto di Andora, a 4-star Marina Resort, is one of Italy's longest-standing tourist harbors. Managed by AMA S.r.l., it offers 852 berths for vessels up to 20 meters, sandy seabeds (2–4 m), and a maximum draft of 2.50 m. The S-shaped access is protected by breakwaters, with a maximum speed of 3 knots. The port is located near the center of the seaside town known for its sandy coast. Easily reachable from the A10 motorway and the railway, it provides 79 seasonal transit berths (8 reserved for persons with disabilities) and an area for 10 fishing vessels. Each berth offers water and electricity; services include 24/7 assistance, fuel, hauling and launching, repairs, laundry, hot showers, parking, bike rentals, and a solarium with beach access. The marina offers active nautical activities, a fish market, and summer rental services. Awarded the Blue Flag since 1987 and EMAS registered, the marina operates with



ISO 9001, 14001, and 45001 certified systems, waste sorting, and hazardous waste storage. Overlooking the Pelagos Sanctuary for Mediterranean marine mammals, it promotes environmental education. Host to major sailing events and cultural exhibitions with

international sailing figures, the marina looks to the future: the Municipality of Andora has approved the PUO plan with favorable environmental opinions. Planned developments include new port services, shipyard facilities, travel lifts, anti-reflective piers, and space redevelopment, all focused on innovation and accessibility. VHF Channel: 9

PORTO DI ANDORA A.M.A. S.R.L.

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Facebook: @PortodiAndora

Instagram: @PortodiAndoraMarinaresort

PORTO DI IMPERIA

LIGURIA - BERTHS: 1.300 - LAT. 43° 52', 35" N - LONG. 08° 02', 40.6" E

Porto Maurizio is one of the two historic centers of the city of Imperia, located in the heart of the Riviera dei Fiori, between sea and hills, with a mild and sunny climate year-round.

The marina can accommodate up to 1,300 private and commercial boats, ranging from 5 to 90 meters, within a protected and well-organized port basin. Boaters have access to numerous services: weather information, cleaning of the water and land areas, waste collection, mooring and unmooring assistance, maintenance of berths and



facilities, port area lighting, and 24-hour security and surveillance. Additional services include divers, collection and disposal of special waste, parcel and mail reception, electricity and water supply at the quay, parking, shipyards with travel lifts up to 130 tons, two

free boat ramps, and a supermarket with onboard delivery.

Berths are equipped with mooring lines and mooring anchors.

VHF Channel: 9

GO IMPERIA S.R.L.

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reception@goimperia.it

PORTO DI LAVAGNA

LIGURIA - BERTHS: 1.509 - LAT. 44° 18', 25" N - LONG. 09° 20', 52" E

Located in the Gulf of Tigullio, Liguria, Porto di Lavagna can accommodate 1,509 boats ranging from 8 to 51 meters. Electricity and water services are included in the fees. The marina enjoys a strategic location, close to Portofino, the Cinque Terre, Corsica, and Elba Island. Founded in the 1970s, the port has been renovated with structural, technical, and safety improvements. It offers a wide range of services, including fuel supply, mechanical, diving, and hydraulic assistance, as well as bars, restaurants, a swimming pool, and a fitness center. The marina operates 24 hours a day. Porto di Lavagna is also a reference point for recreational boaters thanks to its prime location, which allows easy exploration of the Ligurian wonders and



beyond. Its accessibility to major nautical routes and proximity to iconic destinations like Portofino and the Cinque Terre make it an ideal stop for a convenient and relaxing stay. With ongoing attention to service quality and maintenance, the port represents a perfect choice for those

seeking safety and comfort at all times.
VHF Channel: 9

PORTO DI LAVAGNA S.P.A.

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Facebook: @Porto di Lavagna

PORTO TURISTICO MARINA 3B

LIGURIA - BERTHS: 175 - LAT. 44° 04', 30.36" N - LONG. 9° 58', 45.84" E

Marina 3B is ideally located at the mouth of the Magra River, on the border between Liguria and Tuscany, in the heart of the Gulf of Poets, just minutes from Portovenere and the Cinque Terre.

The complex spans 120,000 sqm and is designed to offer a wide range of services to recreational boaters, ensuring a pleasant and relaxing stay for those seeking a vacation steeped in tradition.

In addition to the marina, Marina 3B features a village with 40 bungalows and a holiday park equipped with a restaurant, pizzeria, self-service area, bar, shops, swimming pools, and tennis courts. The marina boasts a protected basin with concrete docks, ensuring safe mooring away from currents. It offers 135 berths for boats up to 24 meters in length and 40 additional moorings on floating pontoons. The natural protection of the basin, sheltered from storms and winds, facilitates maneu-



vering and enhances onboard comfort.

The freshwater, low-vegetation waters preserve submerged parts, reducing the need for frequent maintenance. Furthermore, the slow upstream flow of the river helps "wash" mechanical components usually

exposed to saltwater, keeping engine heat exchangers and cooling circuits in good condition.

Services offered by the marina include: video surveillance, night security, 24-hour access, Wi-Fi, electricity and water columns, boatyard, free parking, relaxation area, weather service, fuel supply, boat cleaning, and laundry.

PORTO TURISTICO RESIDENCE MARINA 3B

Tel. +39 0187 676380

www.marina3b.com

marina3b@marina3b.org



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Marina Resort

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WWW.PORTODIANDORA.IT



PORTOSOLE SANREMO

LIGURIA - BERTHS: 806 - LAT. 43° 49', 07" N - LONG. 07° 47', 15" E

In the heart of the city of flowers, Sanremo, Portosole is one of the largest and most prestigious marinas in the Mediterranean and a preferred base for numerous megayachts.

The marina offers 806 berths for vessels up to 90 meters. Sandy and muddy seabeds have depths

ranging from 2.50 to 7 meters, while the nine finger piers are protected by a breakwater.

It is important to maintain a distance of at least 25 meters from the red flashing beacon and 60 meters from the green flashing beacon to avoid submerged



slopes, paying attention to crosswinds from the east. Marina services include shipyards, a brokerage center, mechanical workshops, ship chandlers, nautical agencies, a marine upholstery service, electronics stores, and a laundry specialized for yachts.

VHF Channel: 9.

PORTOSOLE SANREMO

Tel. +39 0184 500349

www.portosolesanremo.it - info@portosolesanremo.it

MARINA CALA DE' MEDICI

TUSCANY - BERTHS: 650 - LAT. 43° 23', 81" N - LONG. 10° 25', 52" E

A magnificent terrace overlooking the unique beauty of the Tuscan Archipelago. Marina Cala de' Medici is not just a marina: nestled along the coast between Castiglioncello and

Rosignano, where the power of nature intertwines with art, wellness, and gastronomy, it is a refined seaside resort offering cutting-edge services, relaxation, and numerous leisure opportunities.

Arriving at Marina Cala de' Medici means choosing excellence.

As a flagship of Tuscan boating, the quality of its facilities is immediately evident. Requests to purchase berths in this prestigious marina, located along the Etruscan Coast—one of Italy's most beautiful and renowned tourist areas—are increasingly frequent.

A founding member of the Consorzio Marine della Toscana, which unites major marinas from Viareggio to Elba Island, the marina enjoys a strategic location. Easily accessible by air and car, it offers 650 berths for boats from 8 to 36 meters. Large yachts up to 50 meters can also dock along the breakwater.

Numerous high-quality services are reserved for members and guests: berth reservations via app,



remotely activatable electrical pedestals along the docks, boat and RIB charters, city car and electric bike rentals, and modern, elegant guest accommodations.

The marina also hosts a Yacht Club and a specialized shipyard for maintenance and refit of vessels

within the facility.

The heart of the marina is the Commercial Village, featuring restaurants, cocktail bars, a gym, and numerous boutiques. New berths will be available for purchase starting in 2026, including long-rent options.

VHF Channel: 9

MARINA CALA DE' MEDICI S.P.A.

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IronGate
MARINA 3B

PORTO TURISTICO RESIDENCE MARINA 3B
Viale XXV Aprile, 54 - 19038 Sarzana (SP)
Tel: 0187 676380 - 0187 676370 - Fax: 0187 670094
www.marina3b.it - marina3b@marina3b.org

MARINA DI ESAOM

TUSCANY - BERTHS: 300 - LAT. 42° 4', 35.1" N - LONG. 10° 18', 55.53" E

Just 500 meters from the picturesque historic center of Portoferraio, in the most sheltered bay of the Tyrrhenian Sea, Marina di Esaom is the reference point for exploring the wonders of Elba Island and the Tuscan Archipelago.

Operating year-round, the marina offers 300 berths for vessels up to 65 meters, along with a wide range of services: water, electricity, Wi-Fi, mooring assistance, waste collection, laundry, accessible restrooms and showers, parking, bar, restaurant, bicycles, heliport, nautical accessory shop, spare parts, a large showroom, 24-hour surveillance, and boat cleaning. During the high season, a concierge service is available for guests. With its 200,000 square meters, the Esaom shipyard is one of the largest in the Mediterranean, equipped with three travel lifts—the largest with an 880-ton capacity—two mobile cranes, and three hydraulic transporters. It can accommodate up to seven 65-meter superyachts. Services inclu-



de storage, maintenance, reconstruction, and refitting. The shipyard is an authorized workshop and service center for several of the most prestigious brands in yachting. Thanks to agreements with various facilities in Portoferraio and other locations on the island, guests have privile-

ged access to typical restaurants, wine bars, nightlife venues, shops, hotels, museums, archaeological sites, and sports activities such as sailing, windsurfing, trekking, diving, deep-sea fishing, mountain biking, and golf.

VHF Channel: 10

ESAOM CESA S.P.A.

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MARINA DI PUNTA ALA

TUSCANY - BERTHS: 885 - LAT. 42° 48', 48" N - LONG. 10° 44', 22" E

The port of Punta Ala, located in the eponymous seaside resort of the Castiglione della Pescaia municipality, offers 885 berths, including 70 for transient vessels, and can accommodate yachts up to 45 meters in length with a draft of 4.5 meters. The marina is laid out across three basins, with 13 piers and 1,200 meters of docks, protected by a breakwater with a northern entrance.

Moorings are equipped with mooring anchors, without buoys, and dockside cleats.

The port provides numerous services: haul-out ramps, a 25-ton mobile crane, a 100-ton travel lift, outdoor storage, floating ramps,



engine repairs, electrical and electronic installations, maintenance of wooden, fiberglass, and steel hulls, sail repairs, fuel stations, potable and industrial water, electricity, dock lighting, fire-fighting systems, waste collection, weather services, parking (on request), mooring assistance, divers, restrooms, showers, nursery, seasonal

first aid, video surveillance, Wi-Fi, bars, restaurants, nautical shops, grocery stores, newsstands, tobacco shops, pharmacy, and clothing stores.

Moreover, the strategic location of Marina di Punta Ala allows visitors to admire the natural and cultural wonders of the area.

Beyond its nautical offerings, visitors can enjoy the stunning local beaches and explore the Tuscan inland through various excursions. VHF Channel: 9.

MARINA DI PUNTA ALA

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MARINA DEI CESARI

MARCHE - BERTHS: 420 - LAT. 43° 51', 30" N - LONG. 13° 00', 97" E

Overlooking the Adriatic Sea, Marina dei Cesari is located just 500 meters from the historic fishing village of Fano, rich in monuments, shops, and cultural activities.

The modern and welcoming port serves as a great starting point for exploring Croatia and the Kornati

Archipelago, only 70 miles away, known for its rugged beauty and lunar-like landscapes, with jagged coastlines extending over deep blue waters. Open year-round, the marina provides a safe haven in all seasons: the basin is sheltered from the main winds by the breakwater, while a solid quay protects the exterior.

The marina offers 420 berths for vessels from 7 to 40 meters, arranged on docks and floating piers with bricola mooring systems. Services are extensive and include a fuel station at the dock, free Wi-Fi, restrooms and showers, dock lighting, mooring



assistance, 24-hour surveillance, OTS-certified divers, a work yard with a 110-ton travel lift, 500 parking spaces, 140 covered storage boxes, a helipad, free courtesy bicycles, and a barbecue area.

Marina dei Cesari is close to the Sassonia and Lido

beaches, known for their white pebbles and fine sand. The Yacht Club Marina dei Cesari features beautiful spaces overlooking the marina on the first floor of the Yacht House and serves as the hub for the marina's sporting activities.

VHF Channel: 8.

MARINA DEI CESARI

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MARINA DORICA

MARCHE - BERTHS: 1.320 - LAT. 43° 36', 65" N - LONG. 13° 28', 91" E

Located in the heart of the Adriatic Sea, in Ancona, Marina Dorica is one of Italy's largest and most modern marinas, awarded the Blue Flag since 2011. Its distinctive elbow-shaped layout allows boaters to enjoy spectacular sunrises and sunsets over the sea — a rare privilege for a marina.

Set within the beauty of the Conero Riviera, the marina is also an excellent starting point for reaching the Croatian coast, just 65 miles away.

Marina Dorica is very active in the sailing sector, hosting the Conero Regatta every year — a spectacular competition featuring over 200 sailboats. Since 2019, it has also



been a stop on the J/70 Cup. The marina offers 1,320 water berths for boats up to 27 meters, on floating piers or chain-supported docks, and 258 dry berths on land.

Services include water and electricity at the dock, free Wi-Fi, restrooms, showers, a fuel station, weather station, 65-ton travel lift,

and a 20-ton hydraulic boat transporter. Additionally, 5 ramps and 3 fixed cranes are available.

Adjacent to the marina, numerous venues — including bars, restaurants, a minimarket, wine shop, piano bar, and disco lounge — create a lively and welcoming atmosphere for

all visitors.

VHF Channel: 8.

MARINA DORICA

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MARINA DI PESCARA

ABRUZZO - BERTHS: 1.000 - LAT. 42° 27', 84" N - LONG. 14° 14', 23" E

The Marina di Pescara Tourist Port is one of the largest facilities on the Adriatic, equipped with modern services and advanced infrastructure.

Boaters can take advantage of a shopping center with stores, bars, restaurants, equipped areas, charter services, bike rentals, self-service laundry, and provisioning services. The port also features a boatyard with two travel lifts, rated at 40 and 100 tons. Located in the heart of the city, the marina enjoys excellent connections to the airport, train station, and highway. It spans over



250,000 square meters and includes 22 piers and docks, with a capacity of 1,000 berths for vessels from 6 to 50 meters, all supplied with fresh water, electricity, and mooring lines. Launch and haul-out ramps, restrooms, showers, and 24-hour mooring assi-

stance are also available. Security is ensured through a digital video surveillance system, while Wi-Fi covers the entire port area. The facility also offers 1,100 parking spaces, 94 storage boxes for equipment, and a large parking area for visitors and guests.

PORTO TURISTICO MARINA DI PESCARA

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Area cantieristica: 3.100 mq | Posti Barca: 446
Pontili galleggianti: 854 metri
Lunghezza imbarcazioni: da 5 a 30 metri

Canale: VHF 10

Coordinate:

42° 04' 10" N - 14° 47' 20" E

PORTO TURISTICO MARINA SVEVA

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@Porto Turistico Marina Sveva

PORTO DI GIULIANOVA

ABRUZZO - BERTHS: 300 - LAT. 42° 45', 39" N - LONG. 13° 58', 72" E

Porto di Giulianova lies on the Adriatic Sea, between the mouths of the Tordino River and the Salinello Stream, near one of Abruzzo's most popular beaches. Managed by the Porto Authority, it is divided into two piers: the north pier hosts a large fleet of fishing vessels, while the south pier is dedicated to recreational boating, with a basin and docks.

The marina has approximately 300 berths for boats up to 22 meters, all equipped with drinking water, electricity, fire safety systems, and a conveniently accessible fuel station. Owners can access services such as mooring assistance, divers, slipway, haul-out facilities, travel lift, boat lifting cranes, and engine and electrical repairs. Toilets and showers are also



available. The port is a reference point for those seeking a safe, well-equipped place for boat maintenance. To promote tourism, the Porto Authority organizes cultural, gastronomic, and sports events, making Porto di Giulianova a lively destination full of opportunities for recreational boaters and visitors.

VHF Channel: 9.

PORTO DI GIULIANOVA

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MARINA SVEVA

MOLISE - BERTHS: 446 - LAT. 42° 04', 10" N - LONG. 14° 47', 20" E

The Marina Sveva tourist port covers an area of 60,350 sq m and is ideally located for exploring the region's tourist attractions, including the Costa dei Trabocchi, the Tremiti Islands, the Gargano, and even the Croatian coasts. The marina offers a perfect combination of breathtaking landscapes and local flavors, with a wide range of services designed to ensure an exclusive and comfortable vacation, such as beach-access bars and restaurants, Wi-Fi, shuttle service, charters, boat rentals, nautical accessories, upholstery, self-service laundry, 24-hour weather assistance, mooring support, security, and continuous video surveillance, in addition to 250 parking spaces and a large outdoor parking area.



The port features a fuel station and a boatyard equipped with a crane and a 70-ton travel lift. The facility is modern and eco-friendly, with an innovative design that combines functionality and aesthetics, creating the perfect setting for sea lovers. Connections are also very convenient for boaters: the highway exit, bus station, and train station are all in the immediate vicinity of the marina, ensuring easy and

quick access.

The 446 berths are equipped with water and electricity connections.

The port can accommodate vessels from 5 to 30 meters. The sandy seabed has a draft of 3 meters, with a variation between 2.5 and 3.5 meters at the entrance. Prevailing winds in winter and summer are

the Mistral and Scirocco. Access is continuous.

VHF Channel: 10.

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MARINA DI NETTUNO

LAZIO - BERTHS: 1.000 - LAT. 41° 27', 15" N - LONG. 12° 39', 60" E

Just over an hour from Rome, surrounded by a scenic natural environment, Marina di Nettuno overlooks the ancient medieval village. The marina features 15 piers and approximately 1,000 berths for vessels from 6 to 40 meters, with reserved parking.

The sandy seabed at the dock reaches up to 3

meters, while the prevailing winds are the Libeccio and Scirocco, with crosswinds from the southeast and southwest.

Its location and favorable climate make Marina di Nettuno one of the ideal spots for sailing regattas, offshore events, and high-profile sporting competitions. The marina is a key point for those wishing to explore the Lazio coast, thanks to its central location and easy access to the area's natural wonders. The



Pontine Islands are only 34 miles away.

The port also offers a wide range of services, including restaurants, maritime brokerage, ship chandler, charterers, jewelry stores, and clothing shops. Marina di Nettuno stands out for its commitment to hospitality, with services designed to ensure a pleasant and safe

stay. Facilities include technical maintenance assistance, a fuel station, and a boat storage area.

VHF Channel: 9.

MARINA DI NETTUNO C.N. S.P.A.

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PORTO TURISTICO DI ANZIO

LAZIO - BERTHS: 200 - LAT. 41° 44', 51" N - LONG. 12° 63', 37" E

Anzio is a historic coastal city in Lazio, just a few kilometers from Rome, chosen as a holiday destination since the Imperial era. Its origins are ancient, even predating the founding of Rome. During the Empire, it reached its peak: Augustus and Tiberius spent extended periods here, while Nero, born in Anzio, like his uncle Caligula, built monumental villas and the famous Port of Nero, and the remains are still visible at sea. The current port basement was built at the end of the 17th century by the Pope Innocent XII will, who was shipwrecked on the Anzio coast while traveling to the conclave that elected him. By constructing the port, he honored his



promise: "If I become Pope, I will revive this city." Today, Anzio is one of the main fishing centers on the Tyrrhenian Sea and a strategic departure point for the Pontine Islands, reachable in about 40 minutes.

Since 2025, the tourist port has been directly managed by the municipality and currently offers 200 berths (10 for transit), for ves-

sels up to 50 meters, with muddy seabeds: 1.5–3 m at the dock and 2.5–3 m in the harbor. Mooring is "Mediterranean style" (anchor at bow and stern at the dock), assisted by dock staff from dawn to dusk. The port is protected by a three-arm pier and a secondary breakwater.

Continuous access. For entry, especially at night, it is recommended to contact the local Coast Guard.

VHF Channel: 74.

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RIVA DI TRAIANO

LAZIO - BERTHS: 1.182 - LAT. 42° 03', 88" N - LONG. 11° 48', 48" E

South of Civitavecchia, the Porto Turistico Riva di Traiano is a modern private marina covering 225 hectares, offering 1,182 berths (113 reserved for transit) for vessels from 9 to 42 meters. Each berth provides electricity, water, and mooring cleats for secure anchoring, ensuring maximum comfort and safety for boaters.

The marina offers a wide range of commercial services, including bars, restaurants, sailing and recreational clubs, parking, and a large boatyard with a paved yard and fuel station. The port is protected by a robust 1 km-long curved breakwater running



parallel to the coast, as well as a 250-meter secondary breakwater.

The seabed is rocky, and thanks to natural protection, port access is guaranteed at all times. VHF Channel: 9.

PORTO TURISTICO

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MARINA DI PROCIDA

CAMPANIA - BERTHS: 491 - LAT. 40° 46', 90" N - LONG. 14° 1', 1" E

Procida is the smallest of the Tyrrhenian islands, along with Ischia and Capri. Its exclusive and picturesque port is located at the mouth of the Gulf of Naples, beyond Capo Miseno.

The volcanic island covers 4 sq km and features yellowish tuff formations that frame the vibrant colors of its towns, blending the hues of houses, boats, sea, and vegetation. To the west, connected by a bridge, lies the uninhabited islet of Vivara, covered in Mediterranean scrub.

The island's beaches offer a variety of choices: Spiaggia della Silurenza, famous for diving from Scoglio del Cannone; Spiaggia della Lingua, ideal for spearfishing; Spiaggia dell'Asino,



described by Elsa Morante in her book *L'Isola di Arturo*; Spiaggia della Chiaia, known for local restaurants; and Spiaggia di Pozzo Vecchio, immortalized by Massimo Troisi in *Il Postino*. Marina di Procida covers 66,000 sq m with 491 berths for vessels up to 50 meters. Boaters can enjoy fully equipped berths, professional continuous assistance, all in an enchanting setting. The port is easily accessible from

Naples and nearby islands by hydrofoil or ferry. Services include electricity, potable water, showers, toilets, fuel, divers, waste collection, 24-hour surveillance, weather updates, nautical agency, bar, restaurant, boatyard, and travel lift. The prevailing winds in the area

are Mistral and Ponente and the maximum depth of 3.5 meters. VHF Channel: 6.

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Anzio *il porto* nella città

Foto: Riccardo Anziani - www.ansio.com



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PORTO DI PALINURO

CAMPANIA - BERTHS: 50 - LAT. 40° 01', 81" N - LONG. 15° 16', 74" E

The Tourist Port of Palinuro is located near the main town and to the north of the namesake Cape. Thanks to its strategic position, it is not only a perfect destination for longer stays but also an almost mandatory stop for vessels navigating to and from the Aeolian Islands, Calabria, or the Amalfi Coast.

Within the port, two different types of mooring are available: alongside the quay, with limited availability and reserved for vessels within a certain size range; or mooring on a buoy, for which the staff will handle positioning the vessel in the designated spot within the mooring field. Thanks to its deep waters, the port can accommodate vessels up to 70 meters in length. Basic services on the quay include: water, electricity



(220 V and 380 V), security, Wi-Fi, weather information, bar, restaurants, mechanic, crane for lifting and launching, and boat ramp. Additionally, by contacting the port in advance, assistance with mooring and unmooring operations can be requested. Vessels are reminded to maintain a safe

distance from the breakwater during entry into the port.

VHF Channel: 16 – 12.

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PORTO DEGLI ARGONAUTI

BASILICATA - BERTHS: 450 - LAT. 40° 20', 00" N - LONG. 16° 49', 00" E

The Porto degli Argonauti is located in Marina di Pisticci, near Matera, in the heart of the Ionian Sea. It is a luxury marina resort surrounded by unspoiled nature and a long golden sand beach. Designed by architect Luigi Vietti, the port can host up to 450 vessels, including those over 30 meters, with a depth of 3.5 meters.

Its strategic position allows for exploration of the Gulf of Taranto and destinations such as Greece, Turkey, Sicily, and the Aeolian Islands.

The facility is equipped with fixed berths, ensuring the safety and tranquility of vessels thanks to constant surveillance and mooring assistance services, as well as fuel



distribution.

The shipyard covers an area of 15,000 m², offering both indoor and outdoor storage, and full support for vessel repairs and maintenance, including a 75-ton travel lift, repair workshops, and specialized departments (hull, wood, mechanical, textile, engines, and metalwork).

Moreover, the Port of the

Argonauts represents an oasis of luxury and comfort, with villas, apartments, and hospitality facilities, turning a stay into a true experience of relaxation and well-being.

The presence of restaurants and exclusive services further makes this marina an ideal destination for

boaters seeking a combination of comfort, natural beauty, and state-of-the-art facilities.

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CALA PONTE MARINA

PUGLIA - BERTHS: 316 - LAT. 41° 00', 17.7144" N - LONG. 17° 12', 14.2599" E

Cala Ponte Marina, located in Polignano a Mare, is one of the most sought-after destinations in Puglia. Framed by breathtaking cliffs and natural caves, it is 50 km from Bari Airport and 70 km from Brindisi Airport. Nearby are the Tremiti Islands, Vieste, Santa Maria di Leuca, and international destinations such as Corfu and Montenegro.

The marina spans 64,010 m² and offers 316 berths for vessels up to 40 meters, with a maximum depth of 4.5 meters. Services include mooring assistance, electricity and water on the quay, waste disposal, divers, surveillance, and fuel station.

The port also provides extensive opportunities for leisure and relaxation thanks to the Cala Ponte Resort, which features a wellness center, SPA, swimming pools, tennis courts, and other sports facilities.



Additionally, the marina includes a commercial area with restaurants, bars, and shops, allowing visitors to fully enjoy the panoramic views of the crystalline sea and local culinary traditions.

Cala Ponte Marina is also a reference point for nautical and sporting events, attracting international regattas

and high-level sailing competitions.

VHF Channel: 15.

CALA PONTE MARINA

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MARINA DI VIESTE

PUGLIA - BERTHS: 200 - LAT. 41° 53', 26" N - LONG. 16° 10', 50" E

Marina di Vieste, known as "The Pearl of Gargano," is ideally located for exploring the natural and cultural beauty of the area. Its rugged coastline and crystal-clear waters attract numerous tourists and boaters each year.

The marina offers excursions to the Tremiti Islands, the sea caves of Gargano, and the coasts of the Balkans, including Albania, Montenegro, and Croatia. It is also an excellent starting point for trekking in the Umbra Forest within the Gargano National Park.

Part of the Marinedi network, it guarantees high-quality services



including mooring assistance, water and electricity pedestals, Wi-Fi, security, and sanitary facilities. Marina di Vieste is equipped with 200 berths for vessels of various sizes and depths, and offers numerous amenities such as restaurants, bars, boat rentals, and laundry services. Its proximity

to Vieste's historic center, featuring the Swabian Castle and the Romanesque Cathedral, further enriches the experience.

Its strategic location also makes it easily reachable from the Tremiti Islands, Greece, and Croatia, making it an ideal destination for sea and nature enthusiasts.

VHF Channel: 6.

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PORTO DELLE GRAZIE

CALABRIA - BERTHS: 450 - LAT. 38° 19', 52" N - LONG. 16° 25', 84" E

On the Ionian coast of Calabria, where the sea meets an authentic and still sparsely populated land, Porto delle Grazie in Roccella Ionica is establishing itself as a port that combines strategic vision, high-level services, and quality of life in the Mediterranean.

Its geographical location is one of its main strengths: a natural gateway to the Ionian Sea, an ideal crossroads between Greece, Sicily, Malta, and the Tyrrhenian, the port is increasingly considered a key stop for large yachts navigating between East and West. This logistical advantage translates into tangible opportunities: ample spaces, dredged depths, and organization designed to meet the technical and operational needs typical of large yachts.

Porto delle Grazie is also a marina with a human touch. Alongside modern infrastructure, it features a shipyard equipped for maintenance, storage, and assistance year-round. It is an ideal solution for owners and captains who choose to winter in sou-



thern Italy, away from the congestion of busier marinas without compromising quality.

The marina is integrated into the urban fabric of Roccella Ionica, with direct access to the town: in just a few minutes on foot, visitors reach the center, services, and shops. Within the

port, the restaurant provides a seaside gathering place, making the facility functional and enjoyable even in winter months.

In a changing Mediterranean, Porto delle Grazie positions itself as a reference marina for those seeking a safe, strategic, and well-served base, while remaining connected to the territory.

PORTO DELLE GRAZIE - MARINA DI ROCCELLA

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PORTO DI TROPEA

CALABRIA - BERTHS: 600 - LAT. 38° 40', 81" N - LONG. 15° 54', 31" E

The Porto di Tropea, a modern marina resort, is located at the foot of Tropea, 6 miles from Capo Vaticano and 30 miles from the Aeolian Islands. With 600 berths for vessels up to 55 meters, it offers a wide range of services: 24/7 mooring assistance, water and electricity pedestals (220/380 V) controlled via electronic key, fire prevention on the quay, free Wi-Fi, fuel station, restrooms with showers, sinks, toilets, and bidets, as well as laundry facilities with dryers. The port includes a shipyard with



a travel lift, crane, and slipway for trailerable boats.

The Marina Yacht Club is the heart of the marina, hosting social and cultural events. The Port Village, lively and rich in attractions, includes markets, sail and

motorboat charter services, nautical accessories, gourmet pizzeria, restaurant, diving center, and a small shopping center. A shuttle service allows easy access to Tropea's historic center, revealing its historical, cultural, and gastronomic beauty.

VHF Channel: 9.

PORTO DI TROPEA

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PORTO DELLE GRAZIE
MARINA DI ROCCELLA



38° 19' 52" N -16° 25' 84" E

Il tuo ormeggio nel cuore del Mediterraneo



Scopri di più



MARINA DI CALA DEL SOLE

SICILY - BERTHS: 366 - LAT. 37° 05', 17" N - LONG. 13° 56', 53" E

Marina di Cala del Sole – Sicily South Coast is the modern tourist port of Licata, located on Sicily's Mediterranean coast. It represents the ideal base for those navigating to the islands of Malta, Gozo, Pantelleria, Lampedusa, and the Egadi Islands, as well as to Spain, Greece, Turkey, and North Africa. Currently offering 366 berths for vessels up to 70 meters (planned expansion will bring the total to 1,382), Marina di Cala del Sole is a "port within a port," equipped with first-class services and forming an integrated system between the waterfront and the surrounding territory. A basin protected from all directions, sandy seabed, electricity pedestals ranging from 32 A to 250 A with transponder service, reserved roadways for boaters, high safety standards, modern



facilities, and excellent bathroom services, along with 24/7 mooring and unmooring assistance, make Marina di Cala del Sole one of the most well-equipped and welcoming marinas in the Mediterranean. The marina is accessible from Catania Airport (130 km) and Palermo Airport (200 km); Agrigento Airport, just 8 km from Licata, is also available. The facility offers extensive green areas, pedestrian and cycling paths, elegant commercial and entertainment spaces, as well as a

tourist-residential village, all contiguous with Licata's Baroque historic center. Located 40 km from the Valley of the Temples, a UNESCO World Heritage Site, and 60 km from the mosaics of the Roman Villa del Casale in Piazza Armerina, Licata sits at the center of the Sicily South Coast and is the perfect starting point for reaching Sicily's main archaeological sites and visiting cities of great cultural and artistic interest. VHF Channel: 74.

MARINA DI CALA DEL SOLE

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MARINA DI BALESTRATE

SICILY - BERTHS: 645 - LAT. 38° 05', 45" N - LONG. 13° 00', 3" E

Marina di Balestrate, located in the heart of the Gulf of Castellammare, is one of the most picturesque destinations for recreational boating in Sicily. Strategically positioned 40 km from Palermo and just a few kilometers from Falcone and Borsellino International Airport, the marina offers ideal access to the beaches of San Vito Lo Capo, the Zingaro Nature Reserve, and the Egadi Islands, making it perfect for Mediterranean excursions and cruises. With 645 berths for vessels up to 40 meters, the port features floa-



ting docks, secure depths, 24/7 dockhands, divers, and fire prevention services. Each berth is equipped with water and electricity; illuminated quays, bilge suction, waste collection, and video surveillance ensure safety and

comfort. Available services include CAMLOK bunkering, Wi-Fi, parking, self-service laundry, car, scooter, bicycle, and dinghy rentals, diving, onboard catering, technical assistance, and internal and external vessel cleaning. VHF Channel: 10.

MARINA DI BALESTRATE

Cell. +39 327 8245021
Cell. +39 389 8972164
www.marinadibalestrate.com
info@marinadibalestrate.com
Facebook: @Marina di Balestrate

MARINA DI CALA DEL SOLE

SICILY SOUTH COAST



366

POSTI BARCA



4

FONDALI METRI L.M.M.



365

GIORNI DI APERTURA



70

MAX LOA M

VHF - CANALE 74 / 156.725 MHZ
COORDINATE 37°05',17 N 13°56',53 E

MARINA DI CALA DEL SOLE
C.SO ARGENTINA S.N.C. - 92027 LICATA (AG)
TEL. +39 0922 1837137 - WHATSAPP +39 329 4557208
WWW.MARINADICALADELSOLE.COM - INFO@MARINADICALADELSOLE.COM

MARINA CALA DEI SARDI

SARDINIA - BERTHS: N.D. - LAT. 41° 1.715' N - LONG. 009° 31.280' E

Marina Cala dei Sardi is an eco-friendly port, the only “green marina” on the Costa Smeralda, featuring an innovative floating structure that preserves the natural marine currents. It is not a typical port, but a true oasis of peace and relaxation where guests can unwind and experience a unique and exclusive connection with nature.

Guests can enjoy expansive green areas as well as a comfortable floating solarium from which to dive into the cove’s crystal-clear waters. The marina also offers a dog-friendly area dedicated to four-legged friends.

THE PORT

Marina Cala dei Sardi, sheltered from winds of the II, III, and IV quadrants thanks to the natural harbor formation of the Gulf of Cugnana and protected to the northeast by the breakwater, offers berths ranging from 6 to 60 meters with a maximum draft of 6.8 meters.

Water and electricity are provided on the quay, while onshore facilities include restrooms, ample par-



king, weather service, and a restaurant/bar serving typical Gallura dishes and fresh seafood specialties.

Guests also have access to Wi-Fi, a supermarket shuttle service, and 24/7 surveillance.

LOCATION

Cala dei Sardi is a secure port located in the Gulf of Cugnana

between Portisco and Porto Rotondo in the heart of the Costa Smeralda, making it an ideal strategic base for exploring Tavolara Island, famous for its pristine beaches, the La Maddalena Archipelago, and southern Corsica with its extraordinary wind-sculpted white cliffs. Easily accessible, Marina Cala dei Sardi is just 16 km from Olbia-Costa Smeralda International Airport and the port of Olbia, 142 km from Alghero Airport, and 136 km from Porto Torres. A large reserved parking area is available for guests’ vehicles.

VHF Channel: 8.

MARINA CALA DEI SARDI

S.P. 73 per Porto Cervo sn

07026 Cugnana (Olbia)

Tel. +39 0789 1876125

www.caladeisardi.it

info@caladeisardi.it

Facebook: @marinacaladeisardi

Instagram: @marinacaladeisardi





MARINA
CALA DEI SARDI

SAN PANTALEO - OLBIA



**IL POSTO PIÙ NATURALE
DOVE ORMEGGIARE LA BARCA, TUTTO L'ANNO.**

Dai pontili alle infrastrutture a terra, tutto è concepito, strutturato e accessorizzato, ponendo al centro il rispetto dell'ambiente.
Il risultato è un autentico *green marina*, naturale scelta per la propria barca.



**IL CALA DEI SARDI DISPONE DI ORMEGGI FINO A 70 METRI.
MODERNO, ECOCOMPATIBILE, CONFORTEVOLE.**

www.caladeisardi.it • info@caladeisardi.it



MARINA DI ARBATAX

SARDINIA - BERTHS: 400 - LAT. 39° 56', 15" N - LONG 9° 42', 14" E

Marina di Arbatax is located in the heart of Sardinia's eastern coast, within the municipality of Tortolì, and is a highly appreciated destination for tourists. Situated inside the Port of Arbatax on the right-hand side upon entry, the marina is managed by Turismar S.r.l. and offers over 400



berths, including 150 dedicated to transient vessels, for boats up to 50 meters in length, thanks to its wide maneuvering spaces and depths ranging from 7 to 10 meters.

Its location is not only strategic—serving as the gateway to Ogliastra and just 8 nautical miles from the beginning of the Gulf of Orosei—but also exceptionally scenic: upon arrival at the port, visitors can admire the charm of the colorful village perched above it. The surrounding beauty extends beyond the village: in addition to Sardinia's signature white sand beaches and turquoise waters, the marina is close to the Red Rocks, where striking red porphyry rises directly from the sea.

Marina di Arbatax is a safe harbor for recreational

boaters and, among Sardinian ports, one of the most equipped and complete. Just 400 meters from the marina, the town of Arbatax provides numerous services, including restaurants, a market, tobacco shops, hairdressers, post office, bank, pharmacy, butcher, pastry shop, fish market,

artisan and souvenir shops, taxi services, and car rentals.

The port also features a fully equipped shipyard for all maintenance or storage operations, as well as a fuel station. In respect of the surrounding natural environment, Marina di Arbatax is committed to providing low-impact services, including mandatory separate waste collection.

VHF Channel: 9.

PORTO TURISTICO MARINA DI ARBATAX

Tel. +39 0782 667405

www.marinadiarbatax.it

info@marinadiarbatax.it

Facebook: @Porto Turistico Marina di Arbatax

MARINA DI CAGLIARI

SARDINIA - BERTHS: 25 - LAT. 39° 12', 41.83" N - LONG. 9° 6', 47.68" E

Marina di Cagliari is located in the historic heart of the port, on the west side of Molo della Dogana, just steps from the city center. Thanks to its proximity to the railway station and Cagliari Elmas International Airport, it is easily accessible with only a ten-minute drive. With 25 berths for



boats up to 55 meters and a depth of 9 meters, the marina provides a secure and comfortable mooring and has been part of the Marinedi network since 2012, ensuring high-quality standards. Services include free Wi-Fi, VHF operational from 9:00 to 19:00, and water and electricity (380 V) at each

berth. Boaters can take advantage of ordinary and extraordinary maintenance for mechanical systems, electrical and water systems, electronics, rigging, sail-making, and onboard cleaning. Additional services include car, motorcycle, bicycle, and jet ski rentals, as well as a nautical agen-

cy for reservations and itineraries.

Nearby are boutiques, cafés, and restaurants, while destinations such as Teulada and Villasimius are easily reachable, making the marina an ideal base for exploring Sardinia and the Mediterranean.

VHF Channel: 74

MARINA DI CAGLIARI

Tel. +39 393 8745577

www.marinadicagliari.com

info@marinadicagliari.com

Facebook: @Marina di Cagliari

Instagram: @marina_dicagliari

MARINA DI ARBATAX E PORTO CORALLO



La Marina di Arbatax si trova all'interno del Porto di Arbatax, nel versante denominato "banchina commerciale". Il fondale è profondo 7/8 mt, i posti barca sono circa 400 di cui 150 destinati al transito.



MARINA DI ARBATAX

Tel. +39 0782 667405 - info@marinadiarbatax.it
WWW.MARINADIARBATAX.IT



PORTO CORALLO

Il porticciolo ha circa 400 posti barca fino a 30 metri di lunghezza. Il fondale di sabbia e fango ha una profondità in banchina fino a 4 metri. Dispone di numerosi servizi per il diportista.



Marina di Villaputzu

39° 26', 40" N - 009° 38', 40" E

Tel. +39 346 1655337 | info@marinadivillaputzu.it | WWW.MARINADIVILLAPUTZU.IT

MARINA DI PORTISCO

SARDINIA - BERTHS: 589 - LAT. 41° 01', 90" N - LONG. 09° 31', 41" E

Marina di Portisco is a charming marina located in the Gulf of Cugnana, in northeastern Sardinia, between Porto Cervo and Porto Rotondo. The surrounding coastline is characterized by a rocky peninsula and Portisco Island, where Mediterranean vegetation blends with the crystal-clear blue waters. This location provides natural protection, ensuring safe mooring even in strong winds.

As an ideal starting point for exploring the natural wonders of the La Maddalena archipelago, Tavolara, and the coasts of Corsica, as well as the islands of



Cavallo and Lavezzi, the marina is sheltered by a three-arm breakwater and an elbow-shaped secondary breakwater.

The marina offers 589 berths for vessels up to 90 meters and beyond.

With quay depths reaching 10 meters, it accommodates mega-

yachts with significant drafts. Services include 24-hour assistance, free Wi-Fi, courtesy car, shipyard, ATMs, car and boat rentals, divers, video surveillance, parking, fuel station, newsstand/tobacco shop, market with onboard delivery, laundry, shops, restaurants, and hotels.

VHF Channel: 69.

MARINA DI PORTISCO

Tel. +39 0789 33520

www.igymarinas.com

portisco@igymarinas.com

Facebook: @igyportiscomarina

MARINA DI STINTINO

SARDINIA - BERTHS: 300 - LAT. 40° 56', 24.3" N - LONG. 8° 13', 58.7" E

Marina di Stintino is situated along the outer breakwater of the Port of Stintino, covering approximately 30,000 m² of water area. Facing the historic village of Stintino, the marina is located in the Tanca Manna - l'Isolotto residential area.

This geographically sheltered zone, protected from prevailing crosswinds, was identified in the late 1990s as a strategic site for establishing a new marina to address the logistical limitations of the two historic ports, Porto Mannu and Porto Minori, which occupy the two inlets bordering the town.

With around 300 berths, including 50 exclusively for transient vessels, Marina di Stintino provides secure and comfortable mooring for boats up to 85 meters. Assistance and supervision are available all year-round, 24/7, along with numerous courtesy services managed by qualified staff.

Marina di Stintino is also the first marina to obtain



Conformity Certification to the Cersist SC 1006:2020 Standard for "Customer Health and Safety."

Due to its unique location at Sardinia's extreme northwestern tip, halfway between the Gulf of Asinara and the "Mare di Fuori" of the western coast, it has long been a key crossroads

for routes connecting Sardinia, the Balearic Islands, and Corsica, as well as the natural gateway to Asinara National Park.

VHF Channel: 9.

MARINA DI STINTINO

Tel. +39 079 523180 - Cell. +39 334 7404583

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marinadistintino@gmail.com

Facebook: @marinadistintino

Instagram: @marinadistintino

MARINA DI VILLAPUTZU

SARDINIA - BERTHS: 400 - LAT. 39° 26.42' N - LONG. 9° 38.38' E

Marina di Villaputzu, located along the stretch of coast between Capo San Lorenzo and Capo Ferrato, about 31 nautical miles south of Arbatax, is an ideal destination for boaters seeking safety and convenience.

The port consists of an outer breakwater, inner breakwater, and a shore quay with several piers, offering approximately 400 berths for boats up to 30 meters in length.

The wide spaces between piers ensure easy and completely safe maneuvering, while the sandy-muddy seabed reaches a maximum depth of 4 meters at the quay, suitable even for medium-to-large vessels. Land access is straightforward: from the center of Villaputzu, follow State Road 125 Orientale Sarda for approximately 5 km southeast until reaching Porto Corallo on the right.



The port is distinguished by its attention to boaters: staff are available 24/7 to provide professional support for all needs, from technical services to assistance with maneuvers. Thanks to this combination of strategic location, modern infrastructure, and qualified staff, Marina di

Villaputzu is an excellent choice for enjoying boating in complete tranquility along Sardinia's beautiful southeastern coast.

VHF Channels: 16 - 9,

MARINA DI VILLAPUTZU

Cell. +39 346 1655337

Cell. +39 393 9238334

www.marinadivillaputzu.it

MARINA DI VILLASIMIUS

SARDINIA - BERTHS: 800 - LAT. 39° 07', 44" N - LONG. 9° 30', 44" E

Marina di Villasimius is located within the Capo Carbonara Marine Protected Area, along Sardinia's southeastern coast in the province of Cagliari.

Set in a breathtaking landscape of cliffs, white sandy coves, Mediterranean scrub, and crystal-clear

waters, the marina offers 800 berths for vessels up to 60 meters in length, with a maximum depth of 6.5 meters.

The facility provides all the services necessary for a five-star experience, including 24-hour fuel supply, electric charging stations, eco-friendly rental vehicles, Wi-Fi,



and a shipyard offering assistance and storage for boats up to 20 meters. The marina also features all the comforts and high standards guaranteed by the Marinedi Group.

Additional services include a bar, newsstand, gelato shop, laundry,

tobacco shop, nautical and sportswear stores, market, bicycle, car, scooter, and dinghy rentals, waste collection, 24-hour surveillance, weather service, nautical agency, shipyard, boat hoisting, courtesy cars, concierge, 60-ton travel lift, and bilge suction.

VHF Channel: 9.

MARINA DI VILLASIMIUS

Tel. +39 070 7978006

www.marinadivillasimius.it

info@marinavillasimius.it

Facebook: @Marina di Villasimius

Instagram: @marinadivillasimius



DOVE SIAMO

Lat. 40° 56' 24.3" N Long. 8° 13' 58.7" E



LUNGHEZZA MAX

Fino a 85 metri



CONTATTI - VHF CANALE 9

T. +39 079523180



POSTI BARCA

Tot. 300 - Transito 50

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L'Isolotto, Tanca Manna, Via Cala Sant'Andrea, Località, 07040 Stintino SS

PER INFO E PRENOTAZIONI:

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www.marinadistintino.it



P. DI ALGHERO - AQUATICA

SARDINIA - BERTHS: 100 - LAT. 40° 33', 883" N - LONG. 8° 18', 405" E

Marina Aquatica is one of Sardinia's premier Marina & Yacht Services, offering 100 berths for vessels up to 50 meters in length. Founded in 1998, the marina is renowned throughout the Mediterranean for the quality of its services, certified under Marina Excellence with the Plus 24 and Gold 50 awards, dedicated to boats over 24 and 50 meters, respectively.

Located beneath the ancient walls of Alghero, directly opposite the "porta a mare" leading into the historic center, Aquatica provides safe mooring for both transient



and annual guests.

The highly qualified staff offers comprehensive assistance, collaborating with maritime agents, charter companies, and yacht clubs across the Mediterranean. Every guest can enjoy unique experiences, including excursions,

cultural tours, culinary events, and outdoor activities, exploring the area's natural, historical, and archaeological wonders. Aquatica is the ideal choice for experiencing Alghero and the Mediterranean with comfort, safety, and style. VHF Channel: 74.

AQUATICA S.R.L.

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Cell. +39 348 1303966
www.aquaticasardegna.it
info@aquaticamarina.com
Facebook: @aquaticaalghero

P. DI ALGHERO - M. DI SANT'ELMO

SARDINIA - BERTHS: 100 - LAT. 40° 33', 883" N - LONG. 8° 18', 405" E

Strategically located in the heart of the Mediterranean, Marina di Sant'Elmo is the first port encountered when arriving from the Balearic Islands. Within Alghero Port, it enjoys a privileged location in the southern part of the city, just beneath the imposing walls of the historic center.

The area is quiet and peaceful while remaining only a short walk from the lively bars and shops at the city's core. The surrounding coast features secluded coves, beaches fringed by dense pine forests, and jagged cliffs washed by emerald-green waters. Convenience, privacy, and safety are central to the 24/7 services offered by Marina di Sant'Elmo, available every day of the year. Access to the piers is restricted exclusively to authorized personnel, and security is ensured at night by a permanent on-site guard, both in summer and winter.

The highly trained staff provides mooring assistance day and night, ensuring safe maneuvering in both arrival and departure. New-generation pedestals provide electricity and water up to 125 A. The marina



collaborates with major Yacht Services agencies, offering a full "sea-to-shore" service. Guests can use a courtesy car for short errands or rent vehicles with or without drivers. The reception assists boaters with hotel and restaurant reservations, mountain bike excursions,

transfers to and from ferries and airports, visits to local wineries and the Neptune Caves, onboard deliveries, and floral arrangements.

Since 2012, Marina di Sant'Elmo has been the only marina in Alghero Port officially authorized to host vessels up to 70 meters with total safety.

VHF Channel: 9.

MARINA DI S. ELMO S.R.L.

Tel. +39 079 980829
Cell. +39 333 2214342 (anche WhatsApp)
www.marinadisantelmo.it
info@marinadisantelmo.it
Facebook: @MarinadiSantElmoAlghero



Il **Porto di Alghero** è dotato di tutti i servizi per le imbarcazioni in transito, scalo tecnico per il rifornimento di carburanti, provviste di bordo, riparazioni e interventi di emergenza, assistenza tecnica specializzata, interventi subacquei. Base ideale per partenze e arrivi charter, **Aquatica Marina** garantisce una completa assistenza sia per gli ospiti che per comandanti ed equipaggi delle imbarcazioni.

"A port city that is busy throughout the year, albeit less so in winter; it is far from being a simple holiday resort that closes down in the low season. Its historical centre is a constant source of surprises" **Financial Times**

Aquatica Marina ed il suo staff vi accoglieranno per vivere le emozioni e le esperienze del nostro territorio. Alghero offre innumerevoli punti di interesse naturalistico ma anche storico, archeologico, culturale ed enogastronomico. **Alghero** è la principale città turistica della costa Nord-Occidentale della **Sardegna**, dopo la famosissima Costa Smeralda è certamente la località turistica più conosciuta dell'isola.

ORMEGGI DISPONIBILI

- Ormeggi nella banchina principale della città sino a 50 mt
- Ormeggi in marina privato, con lounge bar - restaurant, fino a 50 mt

PORTO DI ALGHERO

- 15 minuti da aeroporto Alghero/ Fertilia
- 1,30 ora da aeroporto di Olbia/ Costa Smeralda
- 250 NM da Palma di Maiorca
- 180 NM da Porto Cervo
- 360 NM da Monaco

SERVIZI



Aquatica S.r.l.

Banchina Sanità - Porto di Alghero - 07041 Alghero (SS) - Sardegna, Italia
Lat. 40° 33' 883" N - Long. 8° 18' 405" E
Sede Legale: Via Garibaldi, 45 - 07041 Alghero (SS)
Partita IVA 01791920901

www.algheromarina.it

info@algheromarina.it

Phone (+39) 079983199

Mobile (+39) 3332074951

(+39) 3481303966

PORTO DI ALGHERO - CONSORZIO

SARDINIA - BERTHS: 400 - LAT. 40° 33', 883" N - LONG. 8° 18', 405" E



Alghero is one of Sardinia's most distinctive tourist destinations, characterized by a mix of coves, white sandy beaches, and jagged cliffs washed by emerald-green waters. Alghero Port is located directly beneath the city walls and can accommodate up to 2,200 vessels, with a maximum length of 70 meters.

The marina is a key hub for international boating and a sought-after stop for cruise ships. It manages two piers dedicated to transient yachts, the "Banchina Dogana" and the "Banchina Sanità," both serving yachts up to 50 meters for a total of 150 linear meters.

The piers are located alongside the ancient city walls. The Consorzio also manages 400 berths at Molo Visconti, dedicated to boaters wishing to moor year-round along the Riviera del Corallo.

Services include welcoming incoming vessels with dinghy assistance to the berth, support with mooring and unmooring operations, daytime surveillance, water and electricity supply (single-phase and three-phase) up to 63 A – 100 kW, technical-tourist information, onshore assistance, mail delivery, restrooms, showers, and free Wi-Fi.

Nearby, in collaboration with

affiliated companies, additional services are available: nautical assistance, shipyard and storage, boat lifting and launching, boat transport, sailmaking, nautical paperwork, technical surveys, laundry, and specialized blacksmith and electrician services.

VHF Channel: 9.

CONSORZIO PORTO DI ALGHERO SOC. CONS. ARL.

Tel. +39 079 9893117

Cell. +39 333 3203547

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direzione@portodialghero.com



PORTO DI ALGHERO

www.portodialghero.com

VHF CN. 9 | +39 3330320 3547 | direzione@portodialghero.com



SARDEGNA



50 mt



4,50 mt



2200



125Ah

PORTO DI CASTELSARDO

SARDINIA - BERTHS: 550 - LAT. 40° 54', 92" N - LONG. 08° 42', 22" E

Located in northern Sardinia at the foot of the picturesque medieval village, between the Asinara National Park and the Gallura granite formations, the Port of Castelsardo is one of the most scenic and pristine locations in the Mediterranean.

History, culture, traditions, and culinary excellence enrich the atmosphere of this charming marina.

The port offers modern services and highly qualified staff ready to meet the needs of up to 550 vessels, with 380 berths on eight fixed piers and the remainder on two quays and four floating pontoons.

It can accommodate boats up to 30 meters in length with continuous access.

Services include fuel supply, water, toilets, hot showers, mooring assistance, launching and hauling,



a 50-ton travel lift, a 10-ton mobile crane, medical assistance, and sailmaking. The seabed is muddy with a maximum depth of 4.5 meters.

The clear waters and seabed offer unforgettable opportunities for diving, while sailing and windsurfing find ideal

conditions here. Prevailing winds include the Mistral, Grecale, and Levante, with crosswinds from Mistral, Tramontana, and Grecale.

VHF Channel: 9.

PORTO DI CASTELSARDO

Tel. +39 079 479010

www.portodicastelsardo.com

info@portodicastelsardo.com

SANTA TERESA DI GALLURA

SARDINIA - BERTHS: 760 - LAT. 41° 14', 13" N - LONG. 9° 11', 42" E

Located at Sardinia's northernmost tip, just steps from the Corsican border, the Port of Santa Teresa di Gallura — known locally as "Lungoni" — is a charming natural fjord.

With its elongated and protected shape, this inlet is a strategic point for navigation towards Corsica, the La Maddalena Archipelago, and the Costa Smeralda, easily accessible due to its privileged location.

The port offers approximately 760 berths, divided between quays and floating pontoons, accommodating vessels up to 45 meters in length, with sandy bottoms ranging from 2 to 5



meters. It has also received the prestigious Blue Flag recognition from FEE, awarded to ports that excel in service quality and environmental sustainability, meeting the most modern ecological standards.

Services include 24/7 mooring assistance with dinghies, digital video surveillance, and night

assistance. The on-site shipyard provides maintenance, hull cleaning, polishing, sandblasting, lifting and launching services for vessels up to 100 tons, offering every comfort for boaters. VHF Channel: 12.

PORTO SANTA TERESA

Tel. +39 0789 751936

Cell. +39 348 7347267 (WhatsApp)

www.portosantateresa.com

info@portosantateresa.com

Facebook: @Marina di Santa Teresa Gallura



MARINA DI S. ELMO

Alghero



MARINA DI S. ELMO

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Distanze/Distances
Alghero Airport 10,5 km
Porto Torres 48 km
Sassari 37,5 km
Olbia 150 km
Cagliari 251 km

MARINA DI S. ELMO srl

Port of Alghero, Prolungamento Banchina Sanità
Tel. e fax +39 079 980829 • Cell. +39 333 2214342 (24/7)
info@marinadisantelmo.it • VHF CH 9
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Aquamar 24 ottime condizioni, completamente risistemata aprile 2025, montata nuova strumentazione, rifatto impianto elettrico, molti accessori, euro 39.000, tel. +39 320/7011617



Azimut 46 EVO anno 2005, 14,65 m, 2x507 Caterpillar EB D, visibile alto Adriatico, tel. +39 0421/91616 - dalvi@dalvi.it



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



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



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



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



Brube 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 - seatiime-yachting@gmail.com



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



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



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Laver Manta 8 m, motore Volvo Penta 200 CV diesel perfetto, cabina, bagno separato, cucina esterna, verricello elettrico, accessoriata, euro 10.500, tel. +39 391/3229531



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



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



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



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



Marinello 17 Open motore Yamaha 40 HP, anno 2017, unico proprietario, full optional, euro 13.500, tel. +39 041/5322123 - +39 349/0852550 - newnauticshow@gmail.com



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



Marinello Eden 590 motore Yamaha 40 CV, 4T, GPS, doccia, 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 sostituzioni nel 2025, euro 39.000, tel. +39 334/1028374



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



Mingolla Brava 25 WA 2 motori Suzuki 175 HP, cabina, WC, dotata di tutti i servizi, chiusura invernale, cucineria 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



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



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



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



Ranieri Sea Lady 23, motore Johnson 225 CV, 4T, 500 ore, ancora elettrica, tendalino 3 archi acciaio, bagno separato, tanti altri accessori, euro 26.500, tel. +39 333/9375243



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



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



Ranieri Rancraft Millennium porta 8 persone, motore Yamaha GELT 40/78 HP, 4T iniezione del 2019, 240 ore, 6 m, accessoriata, euro 13.900, tel. +39 329/1736991



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



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



Rio 640 Cabin pilotina con Volvo Penta MD11 20 CV (no patente), euro 4.500, tel. +39 349/6878373



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



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



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



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



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



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



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



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



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



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



Sealine 29 anno 1990, motori 4.3 Volvo Penta benzina, diversi lavori eseguiti dal 2023 ad oggi, tutta la strumentazione nuova, euro 35.000, tel. +39 335/8220141



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



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



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



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



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

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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



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

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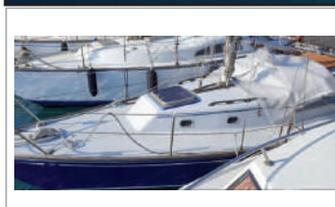
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Barca a vela classica 8,70 m, motore Farymann A30 12 HP, randa, genoa, fiocco e spinnaker + altre, lavori estetici da fare, altri accessori, euro 6.000, tel. +39 331/3710437



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



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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



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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



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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, portati 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



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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



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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



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



Hallberg-Rassy 352 pronta a navigare, dispo. 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



Soleada 34 Cantieri del Sole di Pesaro, pronta alla navigazione, motore Volvo Penta MD2030D 30 CV perfettamente funzionante, euro 18.500, tel. +39 333/8328870



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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 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 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.aladar-sail.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



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




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



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



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



BWA 22 perfetto in tutto, 14 persone, interamente rifatto, tubolari nuovi, Yamaha 150 HP, 490 ore, molti optional, imp. electr. e cucina 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



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



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



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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 tagliando, manetta electr., euro 60.000, tel. +39 0761/612036 - info@nauticafiore.it



Joker Boat scafo pronto per antivegetativa, serbatoio inox 80 l, tubolari rivestiti senza perdite, cucina, 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



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

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



Lord 20 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



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@nauticafioro.it



Marlin 790 Dynamic in pronta consegna, con motorizzazioni Mercury a scelta, tel. +39 059/468219 - www.montorsisport.com



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, doccia, tendalino, euro 26.000, tel. +39 041/5382523 - info@campellomarine.it



Noah 29 ottime condizioni, anno 2017, 2 motori Mercruiser 250 CV, 480 ore moto circa, batterie nuove, tendalino acciaio inox, euro 65.000, 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 EFL, scaletta risalita, batteria, pompa di sentina, euro 33.000, tel. +39 041/5382523 - info@campellomarine.it



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



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



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



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



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



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



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



Sea Prop 33 Comfort motore Suzuki 300 HP, 20 ore, numerosi accessori, 3 posti letto, bagno separato, GPS Garmin, dotaz. di bordo, euro 150.000, tel. +39 333/3899164



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



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



Sunrise 7 pari al nuovo, usato 6 mesi, roll-bar acciaio, dotazioni di bordo, motore Suzuki 115 CV, 50 ore moto, vis. Napoli, euro 26.000, tel. +39 334/1028374



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



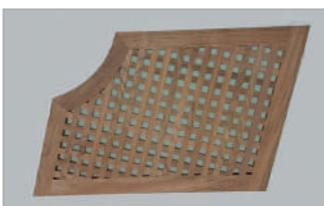
Zodiac Medline 660 Neo anno 2018, E-TEC G2 150, euro 33.000, tel. +39 338/8719795 - +39 338/9347188 - info@nauticafioro.it



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011/19622026 - info@svb-marine.it



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



Motore Honda BF 2.3 SCHU con serbatoio integrato da 1,1 l, avviamento manuale con maniglia rotabile e frizione integrata. Cilindrata 57 cc, potenza 2,3 CV (1,7 kW), rotazione 360°, peso 13,5 kg. Disponibile con gambo corto o lungo, è il motore ideale per tender e gommoni, facile da trasportare e riporre grazie alle maniglie ergonomiche. Euro 929,95, tel. +39 011/19622026 - info@svb-marine.it



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



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

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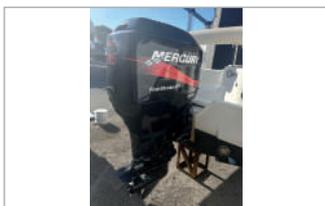
Motore Mercury 40 PRO con possibilità di finanziamento a tasso zero, dotazione elica di alluminio con passo a scelta, euro 6.200, cntrireno@libero.it, tel. +39 0766/1885531 - +39 338/1842947



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



Motore Mercury 25 CV America. Euro 450, tel. +39 393/2437627



Motore Mercury 115 CV, 4 tempi, anno 2004, zona Carini. Euro 4.500, tel. +39 347/6527407



Motore Suzuki DF40 ARI usato, anno 2025, 24 ore di moto, pari al

nuovo, incluso manetta strumenti system check, indicatore trim ed elica in alluminio, euro 4.990, tel. +39 0761/612036 - +39 338/9347188 - info@nauticafioro.it



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



Moto d'acqua Seadoo Rxp 325 anno 2024, schermo grande a colori, impianto audio 100w, scaletta, garanzia altri 2 anni, ore di moto 38/39, tenuta in maniera maniacale, vendo con monoposto e doppia sella. Monoposto personalizzato di colore bianco, pelle originale conservata. Euro 20.000, tel. +39 347/6039477



Oblò apribile dimensioni 425 x 176 mm, dal design elegante con ampia superficie vetrata, facile da utilizzare e installare. Adatto per scafi con spessore da 7 a 34 mm, viene fornito con viti M5 x 25 mm (per spessore scafo 17-22 mm), controflangia bianca e zanzariera inclusa. Vetro colore grigio fumo. Euro 342,95, tel. +39 011/19622026 - info@svb-marine.it



Posto barca vendesi o affittasi n. 2 posti a Marina di Nettuno, attigui, 15 x 5 m, ideali per catamarani, tel. +39 337/786202

Posto barca vendesi o affittasi a Marina degli Aregai (IM), 16 x 4,50 m, pontile L 63, no diga, centro porto, scadenza 2037, vendita euro 50.000, affitto euro 6.200, tel. +39 035/4428144 - meghinox@meghinox.it - Sig.ra Lara - Paola



Sgabello in teak massello modello Nisida con cerniere in ottone, garantito per l'utilizzo in nebbia salina, dotato di appoggi progettati per non danneggiare il ponte in teak, 40 cm o 45 cm, tel. +39 081/0105633 - www.woodworks.it

prestazioni migliorate e ottimizzazione dei consumi in ogni condizione di mare. Il kit viene fornito completo di tutti i componenti e del software necessari per il controllo attivo del movimento, offrendo una soluzione tecnologicamente avanzata a un prezzo competitivo grazie all'ampia diffusione e all'impiego di microcomponenti sviluppati per i settori nautico e automobilistico. Euro 2.185,95, tel. +39 011/19622026 - info@svb-marine.it



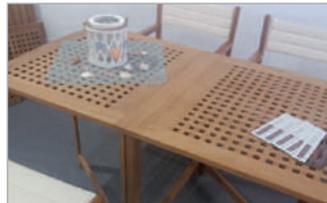
Verricello X1 modello base con copertura in bronzo cromato e acciaio inox e cuscinetti a sfera inox idrorepellenti per lunga durata. Dotato di barbotin da 6 e 8 mm per cima da 12 mm e catena, recupera fino a 23 m/min. Motore 500 W 12 V con picchi fino a 700 W e carico massimo istantaneo fino a 345 kg (con carico di 95 kg). Completo di teleruttore esterno salita/discesa, relè e predisposizione per contacatena opzionale. Euro 759,95, tel. +39 011/19622026 - info@svb-marine.it



WC marino elettrico EVOLUTION 12V versione standard, ideale per imbarcazioni a vela e a motore. Dotato di tazza in porcellana con sedile e coperchio in plastica Soft-Close, garantisce comfort e silenziosità. Completo di filo elettrico e pompa di aspirazione con maceratore integrato, funziona tramite pannello di controllo incorporato. Nuova versione con coperchio motore e pannello di controllo aggiornato. Dimensioni 335x420x390 mm, peso circa 13 kg, alimentazione 12 V con assorbimento di 13 A. Raccordi tubo ingresso 3/4" e uscita 1", altezza di aspirazione 1,2 m autoadescante e altezza di scarico fino a 3,5 m. Euro 234,95, tel. +39 011/19622026 - info@svb-marine.it



Sistema dinamico di controllo dell'assetto Zipwake. L'innovativa evoluzione dei tradizionali Trim Tab, progettata per rivoluzionare la navigazione da diporto. Grazie al sistema di controllo intuitivo avanzato e al design moderno, garantisce maggiore comfort di guida,



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



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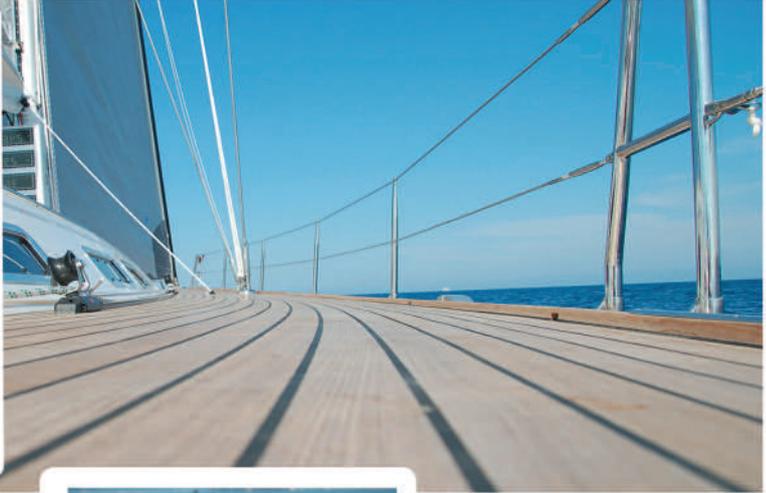
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- Arredamenti nautici custom
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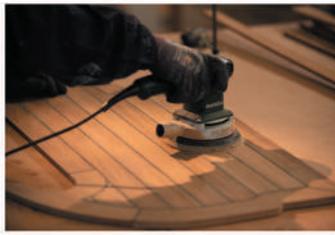
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