

# THE INTERNATIONAL YACHTING **MEDIA** — D I G E S T —

## Monte Carlo Yachts **MCY 70**

NUVOLARI LENARD'S VISION ENCHANTS  
BOOT DUSSELDORF



### SEA TRIALS

RIVA 66 RIBELLE

PRIVILEGE 6

ABSOLUTE NAVETTA 48

MAGAZZÙ Mx12 GRAN SPORT

CONTEST 42Cs

MERCURY VERADO 400

### LIFESTYLE

JAGUAR I-PACE

### SUPERYACHTS

TANKOA S701

### YACHTS PREMIERE

CONTEST 57CS

PARDO 50

SUNREEF DIAMOND

### EQUIPMENT

QUICK GYRO STABILIZER



HANDCRAFTED ITALIAN DREAMS



MAGAZZU.COM

# THE INTERNATIONAL YACHTING MEDIA

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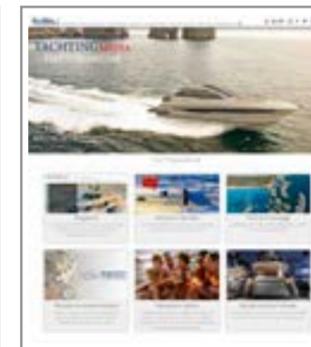
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## Editorial



The first question for an editor when dealing with the creation of a new medium is certainly about the benefits it will offer to its readers.

It's just following this principle that, 5 years ago, I started what is now the world's most popular yachting media.

Read in over 200 countries, the international network composed of the four editions in different languages that form The International Yachting Media meets many of the needs that modern boat owners have and this is the main reason for its success.

TuttoBarche, YachtingMedia, TodoslosBarcos and TouslesBateaux, with their thematic sections, provide a concrete prompt answer to the needs of those who sail and want to inform themselves and the over 900,000 weekly views generated by the network prove it beyond all reasonable doubt.

There are many reasons to be satisfied but, some months ago, while I was re-watching The Secret Life of Walter Mitty for the tenth time and was inevitably moved by the sight of the scene featuring the last cover (Ed) of Life Magazine, I got the idea to create a new magazine.

A magazine that, free from the space constraints imposed by paper, can still move its readers with double-page pictures and a narration that can enable boat owners to fully understand not only the opinion but also the emotions of the journalist.

A magazine that, free from the constraints imposed by the frenzy of the web, can abandon

itself to a deeper drawn-out reflection about the selection of the content to publish in such an important work.

A magazine that can offer the best of the multimedia world in a container that, effectively, does not need paper to be leafed through but that manages to summarise and enhance the purest and most important values.

It's of these reflections, as well as the work of an amazing team, that The International Yachting Media Digest, our latest effort, is born out.

A three-monthly magazine that, with release dates that follow the the sequence of boat shows, is accessible in multimedia mode on the pages of [The International Yachting Media](#) downloadable from any electronic device and available in the world's main virtual kiosks.

A magazine rich of news, sea trials, articles useful to sailors as well as columns about luxury that, although not essential, inevitably ends up becoming one.

Don't be surprised if, leafing through our magazine, pictures will come to life, some words in the text will be hyperlinks and the index will be interactive; The International Yachting Media Digest is, as all our products, technological and innovative.

Enjoy it!

*Luca D'Ambrosio*

Ed: the last cover of Life Magazine, of course, is not the one in the movie. Issued in April 2000, it featured a picture of a baby.



Monte Carlo Yachts  
**MCY 70**

# MONTE CARLO MCY 70

NUVOLARI LENARD'S VISION  
ENCHANTS BOOT  
DUSSELDORF

by Luca D'Ambrosio

Nuvolari Lenard Montecarlo Yachts MCY 70, stern is probably one among the best "design ateliers" in the world. Capable of creations of rare beauty, this studio has the great ability to know how to innovate without upsetting the classic standards of beauty.

That's maybe why I was looking forward to seeing the new MCY 70 that, double responsibility, has also the task of initiating a new generation of boats, of which she is the central model.

Called Vision, the new series will give birth to two other yachts during 2019: the MCY 66 and the MCY 76.

“More lightweight, brighter and even more elegant, the new entry is bursting with class.”

Animated by these thoughts, I walk down the halls of the world's largest out-of-water boat show, I reach the new creature and... and there's no thinking because the curb appeal takes over.

The new 21-meter yacht by **Monte Carlo Yachts** is simply won-derful.



The design studio Nuvolari-Lenard has succeeded in designing a boat that, while preserving the typical family feeling of the shipyard, is definitively new and different from all the others.

More lightweight, brighter and even more elegant, the new entry is bursting with class.

Topsides imperceptibly get off the ground, from the stern to the bow, and host large windows with portholes that result into a lighter deadwork design.

The glazed surfaces on the main deck, expertly animated by slinky curves, run along the sides of the yacht, diverge and offer heights that, whilst they cleverly streamline the lateral view, let precious natural light come inside the boat.

It is sufficient to get the entrance of the main deck to realize that; the feeling is like being in a large seaside elegantly furnished penthouse.

Nuances and strong contrasts play in this space that, suspended between a floor made of natural wood and a wonderful ceiling, gives an unparalleled sensation of space and freedom.

On the lower deck, two separate accesses lead to the master suite and three cabins respectively; of course, I don't resist and immediately get the Master cabin.

I like very much the idea of having a night area completely reserved for the owner and positioned in the stern.

The result is a large suite with direct access to the interior lounge, the cockpit salon and the beach area.

A carefully designed circulation that, within a few meters, contains 70% of the life on board while guaranteeing precious privacy to owner.



The master cabin is huge and uses all the 5.5 meters of the beam available to offer a luxury refined environment whose borders are virtually extended by two large windows that, in the shape of adjacent portholes, represent the distinctive hallmark of Montecarlo Yachts.

The large bed is nestled in the middle of the cabin and framed by a linear sofa on the port side and a long desk on the starboard side.

At the foot of the bed, on the left, I find a walk-in closet while, on the starboard side, the en-suite bathroom offers unthinkable dimensions and a wonderful separate shower box.

Between the two entrances, a tv screen of at least 50 inches is barely visible, overlooked by the enormous dimensions of the suite..

I climb back, I walk the main deck of the MCY 70, I stop and look at the forward arrangement.

I walk back in order to elaborate what I have just seen, I turn and, again, I look at the bow.

It's amazing! With only few genial lines, Nuvolari Lenard has created a unique work with two different environments within the same space.

Indeed, if we observe the salon, from the stern to the bow, what we can see is a huge living room suspended over the sea that finds its uninterrupted horizon at the height the studio has chosen as the height limit for the bridge and furniture.

Two vertical elements, symmetric yet differently hidden, produce a virtuous optical effect that unveils, only at the last minute, a L-shaped galley of rare beauty and the bridge.

The whole develops almost without noticing that, a little like if this corner has just



“... is a huge living room suspended over the sea that finds its uninterrupted horizon at the height the studio has chosen...”

materialized before our eyes, like a magic, the magic of an illuminated designer that, as you can read below, still has some new surprises for us.

As I get the guest area, I find myself in a hallway from which three cabins – two double and a VIP one – take shape.

In particular, the latter is not too far from being an additional master cabin in terms of size, attention to details and arrangement.

Equipped with an extraordinarily large en-suite bathroom, it is flooded with a great amount of natural light by two long forward windows that contribute to illuminate the “tone-on-tone” game that makes the overall view of this environment very elegant.

The two double cabins are spacious, well-refined and positioned on both sides of the entrance ladder. Fitted with single beds, they offer a central walkway and dedicated wardrobes.

A toilet with separate shower is at the service of both cabins and create an additional separate environment that, isolated from the forward VIP cabin, provides the latter with additional privacy.

Before climbing back, I can't help but notice how, even in this area, nothing is left to chance.

The game of symmetries, the courtesy lights of the staircase, the clever use of lighting (both direct and reflected) don't stop highlighting the positioning of this MCY 70.

Now, it's time to discover exterior spaces because it's exactly here that we are about to discover a new breath-taking optical effect.

The bow is accessible from two side-decks that, as typical of Montecarlo Yachts, converge on the perimeter of the windscreen and raise, making us discover that, more than a mere Portuguese bridge, is a real terrace on the sea.



Here, the optical effect that the design studio Nuvolari Lenard gives us is substantially similar to that offered by the flush pools you can find in the world's most beautiful sky-lounges.

Suspended over the sea and apparently without barriers, this terrace inverts the paradigm and offers the boundless sea to the view of the guests who, immersed in the luxury offered by the contrast between white and teak, enjoy a unique, unparalleled view.

The upper bridge is designed to offer a substantially independent environment.

Covered by a precious carbon T-Top, it provides the yacht with an additional, huge open-air lounge with a 360-degree view that, when necessary, can be further expanded by an electrically-operated sliding sunroof.

In addition to accommodating the second pilot house, this bridge also offers a luxury lounge that, enriched by the efficient lighting systems which the MCY 70 is equipped of, will be one of the most most appreciated spaces for summer cocktails.



“... the design studio Nuvolari-Lenard has succeeded in designing a boat that, while preserving the typical family feeling of the shipyard, is definitely new and different from all the others...”



## Conclusions

The Montecarlo Yachts MCY 70 is not only the first model of a new range but a yacht that is able to innovate and stand out within a market where flybridge models, unfortunately, risk to be too similar to each other.

The design expressed by Nuvolari Lenard with this yacht shows a refined smart way to evolve classic that can therefore become modern while preserving all the features that make a boat a refined, warm, slinky and, above all, elegant object.

The main deck and the forward terrace are a real masterpiece of design and show, in a way that is as cheeky as unequivocal, what is the tangible difference between the term “architecture” and the word “interior design”.

Terms that, unfortunately, are often misunderstood in the nautical sector and lead to the realization of projects that, although beautiful if you want, are however light-years away from what we’ve just seen.

## MCY 70 – Technical Specs

LOA	21.08 m
Max Beam	5.45 m
Displacement	41 tonS
Engines	2 x Man V8 1200 hp
Fuel Capacity	4,000 l
Water Capacity	800 l
Navigation Category	CE A



# Contest 57CS

# CONTEST 57CS

## THE CHARM OF PERFECTION CONQUERS BOOT DÜSSELDORF

by Luca D'Ambrosio

Climbing on board and evaluating a Contest yacht requires special expertise, it's not enough to be a journalist. And it's not even enough to have raced and navigated.

In order to evaluate a sailing yacht like this you necessarily must have been a boat owner.

You must have felt that light yet continuous discontent that, though you love your boat, makes you want to analyze her and recognize her small objective flaws.

It's a natural process that nearly always leads you, in a continuous pursuit of a perfection that is objectively difficult to find, to change your boat

You need such a path because otherwise, it is really difficult to understand how, climbing on board the [Contest 57CS](#), your fearless critical spirit, after an exhausting research, is inevitably destined to be replaced by a total gratification.

On these yachts, nothing is left to chance or pays the price of a compromise. Everything is exactly where it should be.

Starting from the fact that there's no two boats that are the same because they are all tailored to the particular needs of their owners.

You only have to climb on board this blue water cruiser to realize that.

You are immediately enveloped by an elegant reality, where the word luxury

matches exquisite materials and fine equipment and where overall appearance intercepts a definitively noble beauty, light years away from the rough sensationalism that those who haven't other means use to dazzle unprepared boat owners.

We could tell you about the deck, equipped in the spirit of the most authentic easy sailing, with four winches that, nearly magically, are within the reach of the helmsman and positioned at the right distance.

However, that's not the most striking thing on boats of this level. It would be obvious.

Rather, things like the special care with which the shipyard has designed and created all deck solutions represent the really noteworthy aspects.

Design and equipment arrangement suggest a constant pursuit of clear lines with the lowest possible impact on circulation on board.

This obsessive care is noticeable in elements like the cheek blocks of the main sail that is visible for just 30 centimeters out of the winch while its fixed point is even recessed.

“ ...there's no two boats that are the same because they are all tailored to the particular needs of their owners... ”





The German mainsheet system emerges from the recess through two holes on a stainless steel plate according to a solution that is elegant, functional and completely new.

The deck of the Contest 57CS is not only beautiful but also comfortable and well-sheltered. Taking a seat in the cockpit or at the wheels gives you a feeling of safety and space at the same time because both environments are the natural extensions of the deck house, designed to be as wide as deep.

Designed to sail under any condition, this yacht doesn't forget the principles which all sailboats should be based on.

A clear example of this is offered by the padeyes for the staysail forestay and its running stays or the junctions for safety belts as well as a double bow fitting to drop an additional anchor.

All these details make the difference, when necessary, and are appreciated only by those who have already had other boats and know what they want when they sail, regardless of the distance they will cover.

This way of doing things justifies the words of Antonio Dalmas of Nautigamma, Contest Yachts' importer for Italy, who accompanies us during our visit. When we ask him who is the typical client of boats like this, he replies:

*"The boat owner who chooses a Contest yacht is a demanding experienced person who perfectly knows what he wants and therefore a boat that is not likely to be replaced. Our best clients are boat owners who really want to navigate".*

Interiors are another flagship of this boat. Just across the hatchway, you enter an orderly elegant environment with warm reassuring design. Here, too, everything is made of fine materials with obsessive attention to every single building detail

and, of course, with the total absence of sharp edges.

Interior design represents the right combination of classic and modern, a gratifying evergreen style. High and bright, the dinette makes you feel like you're in an elegant functional salon, perfect to be enjoyed alone in total comfort or to welcome many guests that, here, can take a seat effortlessly.

Preparing elaborate meals will certainly not be a problem thanks to the fully-equipped beautiful galley that runs through the whole port topside.

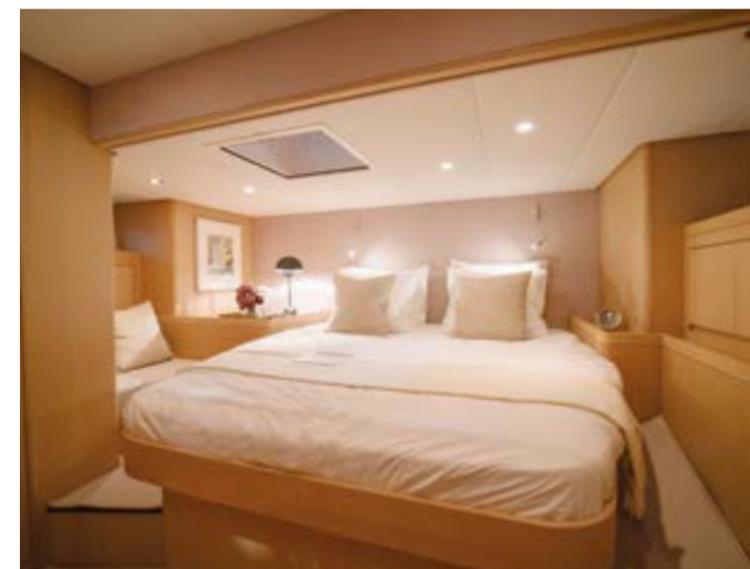
This solution not only doesn't reduce space and privacy in the dinette but also guarantees long comfortable countertops.

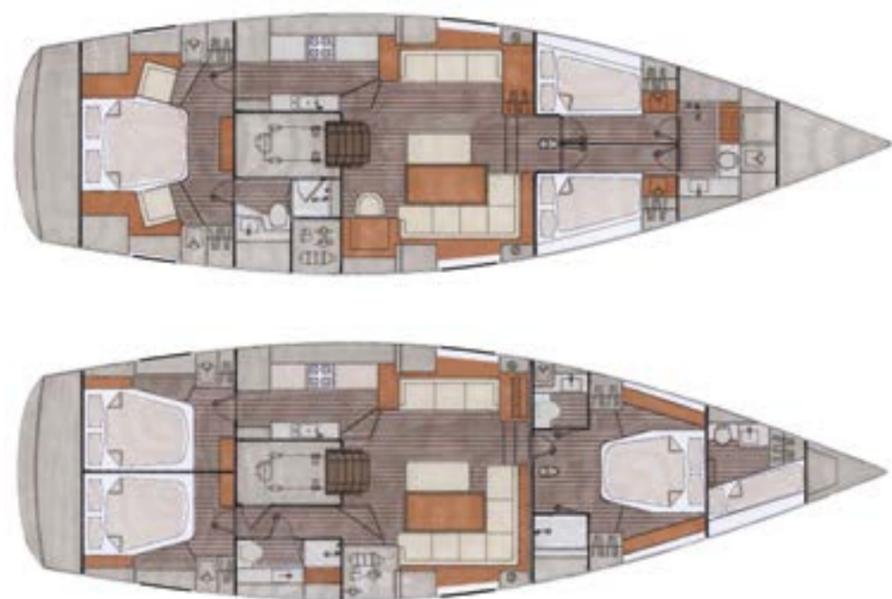
The master cabin is positioned aft. It's a wonderful environment that, designed to be large and private, is equipped with a central king-size bed and en-suite bathroom, exclusively accessible from this cabin.

Very interesting is the solution selected by this owner for the two forward cabins. They are large, specular and share one bathroom positioned forward, accessible from both cabins. This way, both cabins benefit from a very large bathroom.

Most of what we've seen so far results from the specific demands of this owner. This is confirmed when, asking Antonio which is the most important characteristic of this boat in his opinion, he, with a sly glance, instead of illustrating one, answers:

*"The most important feature of this boat is customization. The shipyard builds unique boats, designed to fully meet its customers' needs and create a really custom-made product. Moreover, Contest Yachts doesn't compromise on quality and this is proved by the great value of our boats, rare actually, in the second-hand market".*





## Contest 57CS – Technical Specs

Length overall	17,23 m	56.5 ft
Length waterline	15,55 m	51.0 ft
Maximum beam	5,12 m	16.8 ft
Displacement	27,900 kg	61.508 lbs
Draft bukb keel	2,49 m	8.17 ft
Ballast Bulb keel	10,900 kg	24.030 lbs
Mast height above waterline	27,31 m	89.6 ft
2Main sall	101 m <sup>2</sup>	1.087 ft <sup>2</sup>
Genoa 112%	84 m <sup>2</sup>	904 ft <sup>2</sup>
Fuel tank	931 ltr	204.8 imp. gal.
Water tank	903 ltr	198.6 imp. gal.
Engine, Volvo Penta	110 kW	149.7 hp



# Pardo 50

# PARDO 50

## “LA DOLCE VITA” LANDS IN MIAMI

by Marco Pinetto

Fun and beauty, enjoying life lightheartedly. These are the first emotions the Pardo 50 gives at first glance.

We visited her at sunset during her American premiere at Miami Yacht Show. Her lines were embellished by an exterior lighting system that provided her with an even more glamorous effect.

The atmosphere perceived on this boat with a highly strong Italian character is just like being in contact with your way of being and therefore that particular way to be joyful which Americans particularly strive for. Ça va sans dire that the skyline of the coolest city of America was the perfect background for a boat like this.

The clean lines that launch the bow of the Pardo upwards are really attractive. The clear tones throughout the boat make high topsides look lighter while winking at female boat owners with their delicacy. The dark-colored T-top with its panoramic windows is, instead, the element that enhances the personality of this boat.

Looking at the stern of the **Pardo 50** you are impressed by the masterful work carried out by designers to create her deck.

The latter is walk-around, develops on a single level and perfectly envelops the central section of the boat that, in its turn, runs along one single line.



A play of widths and depths that contributes to enhance the generous size of the beam. In addition to draw the visitor's attention, this effect also represents an elegant invitation to take a seat on board.

Once they have climbed on board, guests can only sit down in the cockpit, the natural meeting point of this boat. The central position of the teak table and

the U-shaped seat, the main players of this space, create a cozy space, perfect to have a refined lunch or a cocktail with friends. The two sunbathing platforms are highly attractive and make you want to lie in the sun.

They're a truly peaceful heaven. The aft one, in particular, is so big that 4 people can stay here in total comfort.



Pardo 50 is not only an open boat designed to amaze with her elegant design but is also a yacht totally and specially equipped for cruising.

Her interiors are welcoming and comfortable, equipped with a forward master cabin with a big double bed in the middle, a twin-bedded guest cabin and two bathrooms, one of which is very big and equipped with

a spacious shower box. A third cabin with separate access is reserved for crew.

The most impressive element of interiors is the Master Cabin that, in this version, is arranged as a large open space loft easily accessible from the ladder.

The layout is particular and, though it reduces the privacy level, it considerably amplifies spaces and therefore comfort.





## Pardo 50 – Technical Specs

Project	Zuccheri Yacht Design
Design	Zuccheri Yacht Design & Cantiere del Pardo
LOA	16,25 m
LH	14,95
Width	4,95 m
Draft	1,23 m
Displacement	14,9 t
Engines	2 x Volvo IPS 600 (st) - 2 x Volvo IPS 700/800 (opt)
Fuel Tank Capacity	2000 l
Passengers Capacity	12 (A) - 16 (B) - 20 (C)

It's a solution that will certainly be appreciated by couples that want to sail solo or with a skipper.

For those who Pardo 50 Miami-like cruising with friends, the Pardo 50 is also available with a more classic layout where the spacious master cabin is arranged as a closed private environment.

*"The brand Pardo Yacht landed in America at Miami Boat Show last year and I can*

*say that our trend is really positive. Within this short period of time, in fact, we've already sold 7 boats",*

Fabio Planamente, CEO of the famous Italian shipyard, tells us.

*"We strongly believe in the development of the the American dealer network that offers many opportunities. We are therefore sure that our brand will keep on growing".*



# 40 Open Sunreef Power Diamond Edition



# SUNREEF WEARS GOLD AND DIAMOND AT MIAMI YACHT SHOW

## 40 OPEN SUNREEF POWER DIAMOND EDITION

by Micol Forzano

**D**iamonds are the girl's best friend, Marilyn Monroe sang. It was 1954 when the hot movie star bewitched global audience in her slinky fuchsia dress, adorned by a white-diamond necklace.

After more than 60 years from the famous refrain, today, at Miami Yacht Show, it is the 40 Open Sunreef Power Diamond Edition that wears gold and diamond to enchant the visitors of the world's most glamorous boat show. Indeed, the power catamaran – the smallest of the Polish shipyard – wears a special coating made of ethically sourced natural gem diamonds.

It is named Sun King Diamond Coating and is the only coating in the world to be made of natural gems, developed by Jean Boulle Luxury in collaboration with Azko Nobel, a company with a very long experience in the field of paints and coatings.

The new, and already award-winning, Sunreef "Diamond Edition" has her world debut in Miami and is able to combine, within a length of just 13 meters, luxury, sporty lines and speed.

The project has been designed by Sunreef itself that, as you know, builds its own boats with great attention to details in collaboration with its in-house engineering and architecture department.

Comfort and spaces are abundant on board. Sunbathing platforms use the whole width of the cockpit, interrupted only by

a walkway leading to an area equipped with sofas, tables and a convenient, fully-equipped wet bar.

However, Sunreef goes beyond and gives the owner additional space. Indeed, the exterior aft section of each of the two hulls widens, using two opening side terraces that significantly increase the walkway while guaranteeing direct contact with the sea.

Unlike common power-propelled catamarans, the focus here is non only on comfort and stability but, as you have certainly guessed from the appealing livery, the 40 Open Sunreef Power also looks for dynamism.

Fitted with twin Mercury 860HP engines, she can reach a top speed of 60 knots. Ullman cushioned seats are maybe the confirmation of the sporty performances of the boat.

In addition to the diamond coating, customization options are rather unlimited on board and end only where the customer's taste is fully met.

According to the owner's needs, the boat can be a pure open or, as in our case, the forward open space can become a double cabin. As for hulls, the starboard one accommodates the galley while the port one hosts a toilet.

The effort of engineers and designers in creating a good headroom in the forward





That's how the 40 Open Sunreef Power Diamond Edition can have the honour to wear a "royal livery".

## Technical specifications

Construction	Composite
Length	13.1 m / 43 Ft
Maximum beam	5.2 m / 17.1 Ft
Draft	0.7 m / 2.3 Ft
Engines	2 x 435 HP - 2 x 860 HP
Cruising speed	up to 35 knots*
Top speed	up to 60 knots*
Category	B and C
Naval architecture	Sunreef Yachts
Design	Sunreef Yachts

*\* depending on the engine option and fuel tanks selected*



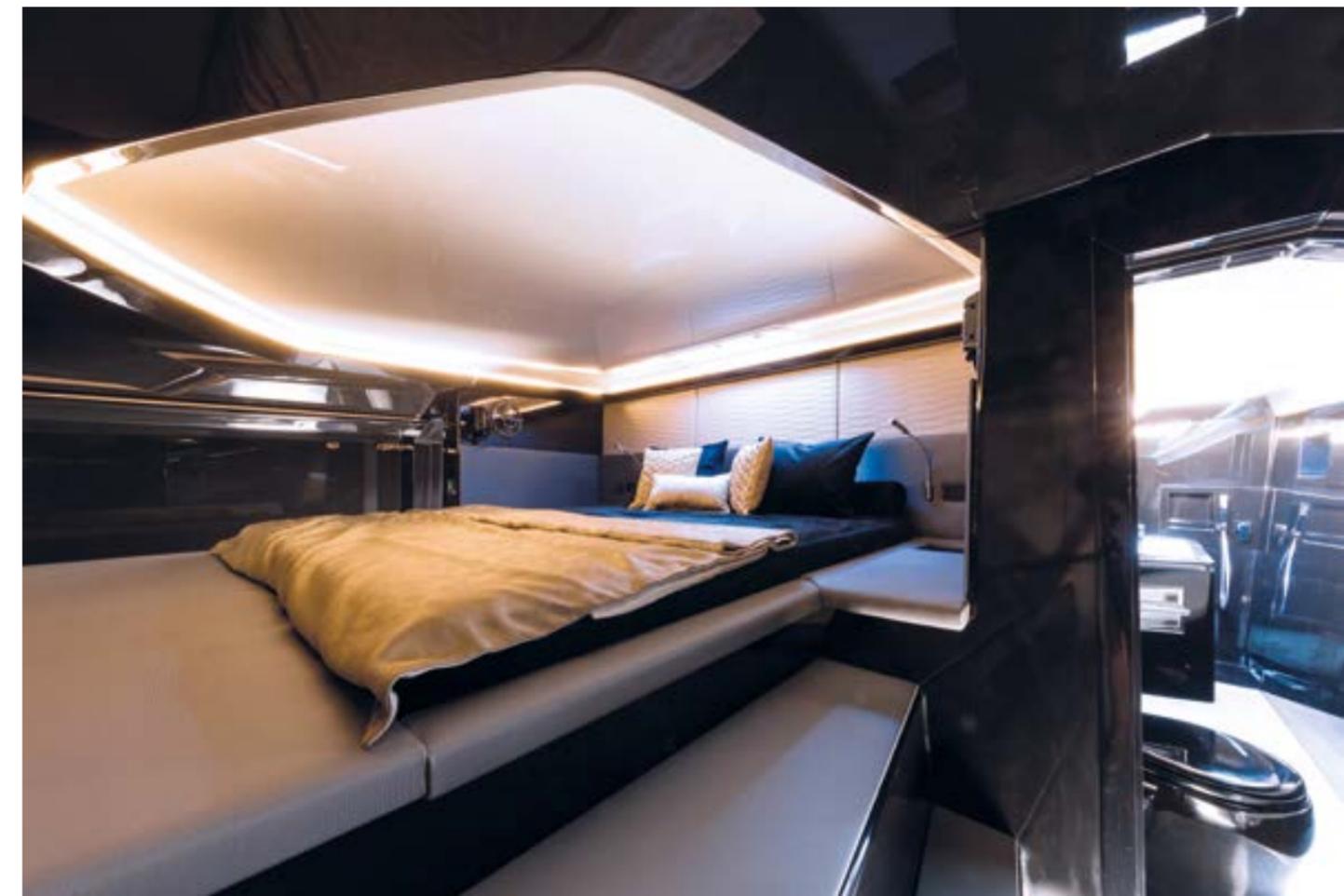
cabin certainly deserves special attention, if only for the play of inclinations on the bow. The structure that evolves from the deck is characterized by the presence of diagonal lines which form two different steps.

The upper one is entirely used as sun pad. Seen from the outside, the structure of the forward deck seems to reproduce the faceting of a diamond.

To be honest, despite its remarkable width, the master cabin is not particularly desirable for the night since it is windowless and without any openings on the outside.

Noteworthy is, instead, the bathroom that, very wide, occupies a good portion of the port hull. The shower is double and uses the whole stern of the hull.

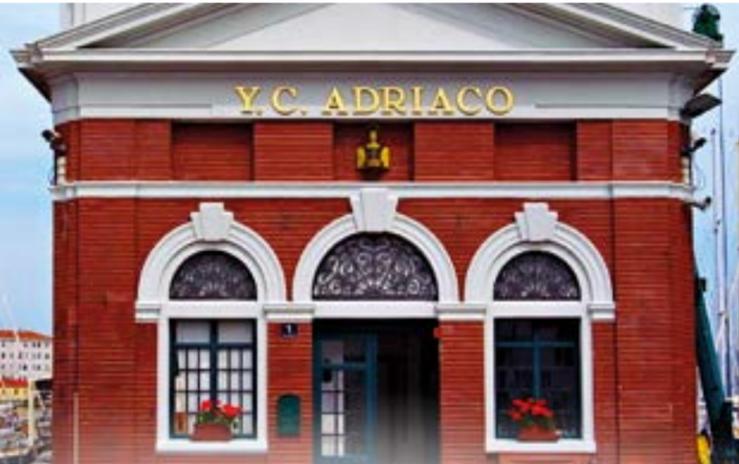
Finally, a final remark about the boat livery. The name of the coating – Sun King Diamond Coating– is inspired by the works of the famous cabinetmaker André-Charles Boulle, active under the reign of Louis XIV, better known as "Sun King". Monsieur Boulle became "king's cabinetmaker" in 1672, making wonderful inlay works with golden brass and tortoise shell.



# Y.C. ADRIACO. THE DISCREET CHARM.

## HYSTORY AND YACHTING CULTURE

by Gennaro Coretti



They come from Udine, Pordenone, Padua, Milan and many other cities of northern Italy. We're talking about the members of the most prestigious yacht club of the Adriatic: the second oldest one among all the yacht clubs existing throughout Italy today. The first is Yachting Club Italian in Genoa.

Admission to Yacht Club Adriaco of Trieste follows a particular procedure: first of all, two ordinary members have to submit an application and, only after the management has accepted it, the favourable secret vote of 75% of senior members (those with at least 5 years of membership) is required; then, if everything goes smoothly, the name of the would-be member will be exposed on the notice board for 15 days and, if no one has objected, the application will be definitively accepted.

In addition to an annual fee, the new member must pay an additional fee to confirm his entry.

At this point, the new member has not only access right to all the facilities of the club but, above all, he is allowed to raise the club flag on his own boat.

When, in March 1903, Adriaco's pennant was put before the Austrian Imperial Royal Commissioner, the latter did not approve it because he had noticed, or someone told him, that a red cross on a green field put against the white background of the sails would have formed the Italian flag. However, the thirteen founding members didn't give up and imposed their own choice and, today, the same pennant still flies on members' boats and the head office.

Hearing the news, the House of Savoy appreciated the gesture so much that, in 1923, the club was renamed Royal Yacht Club Adriaco and could enjoy the full support of His Majesty the King.

The club is a fragment of the history of Trieste if we consider that, when World War I broke out, many irredentists found refuge in the hidden rooms of Adriaco's floating headquarters before fleeing in Italy by sea and fighting against Austria.

The refuge was the third headquarters since the club was founded and consisted of a floating pontoon that, launched in 1912 by the shipyards of Muggia, had replaced an old sailing cargo vessel used as head office one year after the foundation.

For about 12 months, founding members had gathered in some offices made available by a partner within Hotel de la Ville where, many years later, Banca Popolare di Novara

established its registered office. The today's red-brick building in its typical liberty style was inaugurated in 1925 when the Royal Yacht Club Adriaco had become a lively important nautical center.

Contemporaneous documents confirm that, in 1924, the club had 444 members, 2 steam yachts, 1 motor yacht, 14 auxiliary yachts, 28 powerboats and 80 sailing yachts. One year later, members had become 627 and the social fleet had 116 boats.

Meanwhile, club members started Bollettino Mensile dell'Adriaco, whose pages told the sporting successes and promoted fundraising campaigns for the construction of the definitive seat.

The motto of the club – "Science, Faith, Courage", printed in the floor of the salon – condensed the spirit of time and summarized the lines of a hymn members sang many years before: *Lesti lanciatevi, bianchi velieri, / come al galoppo vivi corsieri, / lesti lanciatevi al navigar, / viva San Giusto sempre sul mar!*

Glad and sad pages as when, in 1945, the members were forced to take all furniture away to save it from bombs and any explosion risks after dock Sartorio had been mined. In those years, the seat of the club was requisitioned by the British Navy and only some years later a captain of the Royal Navy attenuated the seizure of the club.

In 1948, the Adriaco had 1,000 members and 145 boats that, in the immediate post-war era, still sailed along the mined areas but managed to beat, during a hard exciting race, the English gentlemen who occupied the Free Land of Trieste.

Today, this parade of boats, docked and exposed in front of the entrance of the club, is only a memory. Unfortunately, two of them have recently passed away: Carlo Sciarrelli's "Bat", a small 1889-built English yacht and the Pecorari Family's Maris Stella, designed in 1904 to be, under the name of Elly, the school-boat of the cadets of the Austro-Hungarian Navy which subsequently became Italian prey during World War I.

Every time I could, I gladly violated the rules of this club and I entered its gates to admire the stern of Ervin's Kingfisher or the sleek lines of the Auriga. When the bar was open, I even exaggerated and I had a coffee with the famous ghosts of that glorious seat.

The seat of [Yacht Club Adriaco](#), with the parade of the ladies of the sea, is worth more a transgression!

Fair wind!



# Sea trial **Privilege 6**



# FROM PALMA TO BARCELONA ON BOARD A PRIVILEGE 6

## A 130-MILE-LONG SEA TRIAL

by Luca D'Ambrosio

### To sail around the world in first class

There are many and various ways to build a catamaran intended for long sailing experiences but, since when it was established, **Privilege Marine** has developed its own unmistakable one, based on three pillars it never disregards: comfort, safety and sturdiness.

Founded in 1985 by the well-known creator of Vendée Globe, Philippe Jeantot, the shipyard builds, now as then, together with its own customers, custom catamarans where attention to details and high-level finishes determine, from the very moment of launch, the birth of real masterpieces.

You can therefore realize how the opportunity to sail on board one of this "Stradivarius of the sea" is not a common thing and how, when the opportunity presented itself, I didn't hesitate and I immediately flew to Palma de Mallorca where the **Privilege 6** was waiting for me.

The following is not just a sea trial but the report of a crossing where it becomes unequivocally clear that it is possible to sail comfortably under conditions which would be undoubtedly "inconvenient" for many other vessels.

I walk the last few meters that separate me from the Privilege Marine's booth at the Palma International Boat Show.

It's the last day of the yachting exhibition, booths are still crowded but the Privilege 6 has certainly no difficulty in getting noticed. 20 meters long and more than 9 meters wide, she catches visitors' eye with her unparalleled beauty.

While I am lost in my thoughts, I'm introduced to the crew with whom I'll carry out my crossing.

Bernard Lemaigen and Manon Letribot are a couple with a very long experience with the command and daily management of big catamarans, gained during their frequent sailing experiences all around the world.

We seat and we talk about the weather: a very strong mistral is coming and our departure, bound by the leaving of other vessels, will not take place before the following morning.

I'm given the VIP cabin on the left hull that looks like a five-star microloft, equipped with en-suite bathroom and separated shower compartment.



On the following day, it's 12/13 degrees outside. We take a look at the weather forecast and then, very carefully, we cast off and finally, at about eleven, we slowly go out of that maze of relieving and mooring ropes stretching all around us.

Out of the port, we're welcomed by a fair fresh breeze, so we sail under power running between 8 and 9 knots in a sea that I would define as calm, whose average wave height tends to increase while we get away from Palma.

Meanwhile, we are passed by a pair of 25/30-metre trawlers which, probably headed to Costa Brava, pitch showily and raise high waves as soon as their bows cut through the water.

Moving from mono to multihulls requires a few hours for the "sea leg" to adapt itself to the boat's move. Yes, because, under these conditions, catamarans, too, roll and pitch but in a softer and more progressive way.

"Our" Privilege 6 is designed to offer a completely safe circulation on board; the handrails are exactly where they should be and I have all the time to get acquainted with this new movement while I move from the bow to the stern with no problem in a sea that, if we weren't on board this catamaran, would have forced me to be significantly more cautious.

After two hours and half of navigation, we sail between Punta Negra and Sa Dragonera and we're ready to sail in open seas to Barcelona. A western wind is blowing and the true wind direction is about 35 degrees, so we decide to open the jib in order to gain a little of speed.

The maneuver is carried out quickly from the flybridge and, as soon as the jib is raised, the catamaran is immediately 2 knots faster.

I see Bernard stopping one of the engines, I ask him why and he gently explains to me that this is one among the possible sailing



Sea state is now characterized by 1.5-meter waves that seem to suggest a possible imminent change of direction or strengthening of the wind.

It's two in the afternoon and, considering that our ETA foresees that we will arrive at 03:00 on the morning of the next day, Bernard establishes two-hour shifts for every member of the crew. I ask him to show me the alarm parameters of the two Yanmar 110hp engines and I take the first shift.

Bernard and Manon go sleeping and, once I am alone, I realize that I've won their confidence.

For my guard shift, I choose to stay on the flybridge. Despite the cold windy weather, the sun is warm and I don't feel cold anymore. Sailing on this catamaran significantly increases the levels of the comfort and safety perceived, especially if we consider that these conditions would be absolutely difficult for any other boat.

points of this cat. True wind is 12/14 knots and we are sailing under sail and power (just one engine is on) at little more than 9 knots, with a fuel consumption of just 10 l/h, on board a 20-metres catamaran that weights 28 tons...





My guard shift finishes with no problem and Bernard arrives right on time to relieve me. I'm not sleepy, so we go on chatting while Manon still sleeps. Bernard tells me that he has been sailing since he was child but that he started to actually sail only when he was 20 when he was told that, near there, they were looking for crews for some boat transfers.

Two days later, he left Les Sables d'Olonne in the snow to board. He has never disembarked and, during the two following years, he continued to sail between Scotland and French Polynesia, under the command of the same captain. Then, he became a sailor, a captain and started to deliver catamarans all around the world, training crews for their owners.

Yes, because the delivery process of a Privilege Marine boat is not a common thing and, in addition to crew training, it also includes a boat "tuning" period until the full satisfaction of the customer.

I'm tired and I decide to go sleeping. I go below deck and, as soon as I put my head on the pillow, I fall asleep.

An unusual movement and a strange new stability wake me up. I think I just have fallen asleep but a look at my watch reveals I've slept for almost two hours.

I get up and I get to the deck, where Bernard is up to raise the mainsail. A look at the onboard instrumentation confirms that the wind has changed direction and

now true wind is blowing at 15/16 knots with a 60-degree direction, really good for our catamaran.

The sailing plan Privilege 6 sailing plan the owner of this Privilege 6 has chosen is small enough, the jib looks like a yankee and the mainsail is not the conventional square top one we're used to see on board this type of catamarans. Nevertheless, we stop the engine and, as soon as the mainsail is raised, the Privilege stabilizes and starts accelerating. We're running at about 9 knots while a stupid smile, typical of all sailing enthusiasts, immediately appears on our faces.

Dolphins come and greet our bows on many occasions while the sun begins to shine and the spectacle before our eyes promises to be unforgettable. I decide to dare and I pull the drone out of the equipment bag while I promise myself to land with an abundant reserve of battery.

I wait for the sun to reach the horizon line, then I launch my drone while both the wind and the sea, maybe by chance, maybe out of respect for the beauty of the moment, decide to fall a little. So, while we sail at about 6/7 knots, I launch my drone and I take this extraordinary sequences.

We turn one of the engines on to sail a little faster while Manon prepares dinner. The dinette of the Privilege 6 is huge and beautiful. Inside, the safety sensation is amplified and everything that happens outside seems far away.

While we have dinner, the night replaces the day and both the wind and the sea get stronger.

Now, true wind blows at about 19-20 knots. Just long enough to put dishes and glasses back in their cabinet and long high waves come from our quarter.

We get to the flybridge, we stop the engine and trim sails. In cross wind and strong breeze, the Privilege 6 runs fast, at an

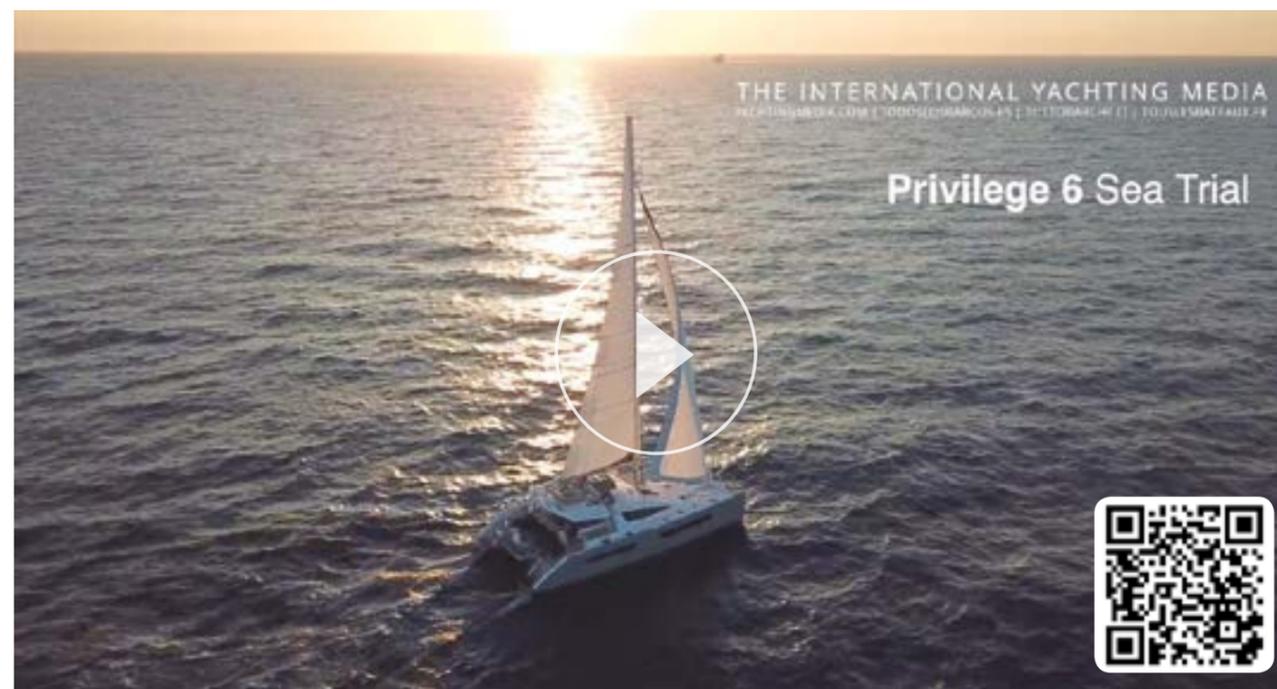


average speed of over 10 knots. We come back to the dinette, we dim all instruments' lights and we enjoy sailing.

There are still 40 miles to Barcelona and sea and wind go on getting stronger. Bernard lays down in the dinette and has a rest while Manon and I take our guard shift. The windows of the dinette give us a

complete perimeter view, we can steer from here, making our course corrections from the remote control of the autopilot from the chart table.

It's very cold outside and the boat pitches a lot but from here... from here, you can have a first-class world tour even in two-meter-high waves, just like now.





If the wind went on getting stronger, we should trim the mainsail. On a catamaran, in fact, sails should not be shortened according to listing, like on monohulls, but according to precise indications provided by the shipyard.

Our guard shift goes fast while we constantly look at both the horizon and our wind instrument that, fortunately for us, saves us the shortening maneuver since wind never exceeds 20-22 knots.

Sailing in squalls, we touch a speed of 11 knots while the hulls of the Privilege 6 astonish me, showing a natural predisposition to surf.

Bernard relieves me and I go sleeping. Another change of trim wakes me. In addition to my vest, I put a sailing jacket on, I get to the flybridge and I see Bernard walking on the "park avenue" boom to put the mainsail in the laxy bag.

“...Founded in 1985 by the well-known creator of Vendée Globe, Philippe Jeantot, the shipyard builds, now as then, together with its own customers, custom catamarans where attention to details and high-level finishes determine, from the very moment of launch, the birth of real masterpieces.”

Manon is an excellent second mate and can do everything on board. So, she updates the logbook at regular intervals and checks instruments.

She and Bernard met during a season on a Privilege catamaran and they have been living and working together since then. Nice and competent, they are one among the best crew I've never met to date.



It's two in the morning and there are still 7 miles to Barcelona, the true wind is blowing at 6/7 knots and our crossing is about to come to an end.

The two engines push the boat at 8.5 knots on a slightly rough/almost calm sea. Bernard leaves me at the controls and gets below deck.

The traffic of ships and fishing vessels in front of Barcelona is impressive and the radar located just in front of us illuminates lots of ships at anchor.

I steer carefully to cross this stretch of sea and, one mile and half from the port, I start to slow down.

We moor without assistance at the external dock of a shipyard; Bernard prepares the ropes and then relieves me at the controls.

Manon and I "cover" the topside of the starboard hull with many fenders while we approach to the dock and we light it up with our torches.

I jump off the bow and I turn a line around a mooring cleat while Manon has already got a rope over the astern cleat. Bernard gives me two spring lines, I secure them and we are finally docked.

It's past three and we are still chatting in the cockpit, none of us seems to want to go sleeping. The emotions of this exciting crossing are still in my eyes in and my mind.

Sailing on board this boat is a unique experience even for those who, like me, spend most of the year sailing and testing many boats. This catamaran has the capacity to convert miles into a pure pleasure of sailing.

And this is why, while I get to my cabin, I am not at all happy about having to leave it on the following morning.



## Privilege 6 – Description

The Privilege 6 is not a 60-footer as her name might suggest. With a waterline length of 64 feet, her overall length exceeds 20 meters.

Designed by Marc Lombard in co-operation with Franck Darnet, this catamaran features unparalleled lines and differs from all the other cata-marans that, most of times, end up looking like simple floating cubes.

In the Privilege 6, instead, hulls are characterized by a high free border and are harmoniously combined with an apparently low deckhouse that, with its aerodynamic slinky lines, gives the catamaran a sporty coupé's look while hiding the existence of

a flybridge which extends to the stern with absolute lightness.

The cockpit is wide and well-protected, equipped with a bar cabinet and perimeter sofas.

Thanks to a system of sliding glazed doors, the salon and the cockpit create a unique 50-square-meter open space where the owner and his guests can enjoy their cocktails and dinners in total safety and comfort, both at anchor and in navigation.

In this version, the left hull is home to the master cabin which, positioned in the bow, benefits from the central elevated space of the catamaran.

The result is a huge suite with a walk-in closet and all sorts of amenities. Sleeping quarters include three VIP cabins, for each remaining extremity of the hull.

Each cabin is equipped with a king-size bed, en-suite bathroom and separate shower compartment. A crew cabin is situated forward.

In addition to spaces, what is really striking on board a Privilege boat is the very high level of finish and décor. Hand-stitched leather and refined cle-verly-matched wood essences provides an overview of the building quality and attention to details of this boat.

And the same care can be found also, and above all, in the engineering and positioning of on-board systems.

Equipped with two generators, a water maker and a huge fuel tank, this boat features an excellent range and could sail non stop for months.

Noteworthy is the galley which, located in the starboard hull and provided with a considerable storage capacity, can be used even in the harshest conditions.

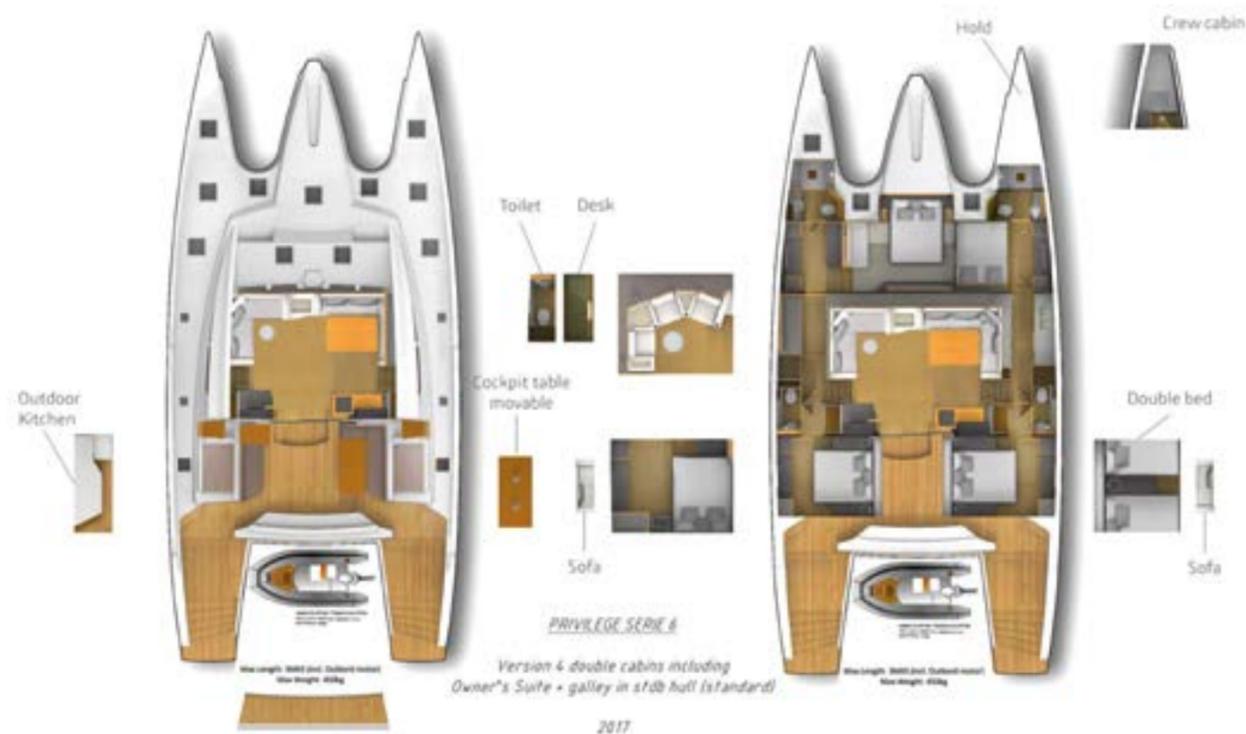
Moreover, let us not forget that we're talking about a custom catamaran, where systems, fittings and space arrangement can be almost entirely customized around the owner's needs, which is another evidence of the great attention to customers.

The Privilege 6 is currently offered for sale at EUR 2.5 million but, if we consider that anything you can imagine – onboard instrumentation, carbon mast, park avenue boon, electronic devices, and even a tender (with outboard)- is included, we can say that the price is right and rationally proportionate to the above-mentioned building quality.



## Privilege 6 – Technical Specs

Waterline Length	64'	19,50 m
Beam	30'	9,20 m
Draft	6'2"	1,85 m
Displacement ready for sail	62,400 lbs	28,3 T
Max Loaded Displacement	81,600 lbs	37 T
Diesel Capacity	2 x 264 Gal	2 x 1000 L
Fresh Water Capacity	2 x 171 Gal	2 x 650 L
Black Water Capacity	2 x 39 Gal	2 x 150 L
Double Cabins	4	4v
Private Showers/Heads	4	4
Sailing Category	EC Category A	CE Category A
Diesel Inboard Engines	2 x 110 HP	v
Main Sail	1421 Sq. Ft.	132 m <sup>2</sup>
Genoa	947 Sq. Ft.	88 m <sup>2</sup>
Staysail	334 Sq. Ft.	31 m <sup>2</sup>
Gennaker	2153 Sq. Ft.	200 m <sup>2</sup>
Mast Length	89'5"	27,30 m





Sea trial  
**Contest 42CS**

# CONTEST 42CS

## THE BLUEWATER STRADIVARIUS. COMPLETE SEA TRIAL

by Luca D'Ambrosio

The Contest 42CS is the smallest boat of the amazing range of sailing yachts built by Contest Yachts, the historic Dutch shipyard that, for almost 60 years, has been manufacturing what are probably among the best sailing yachts in the world.

To fully understand such a big statement, that we cannot refrain from justifying, we must be able to explain you the reasons why.

When assessing a sailboat, you should never overlook its construction, the way it sails and, last but not least, the capacity of the shipyard to design yachts that can make your heart beat at first glance.

Contest Yachts builds sailing boats that, without exception, meet, by excelling, all these three essential features.

If we wanted to take a deeper look and add a fourth one, that is the capacity to keep value over time, we would find out that used boats of this brand stay on the market only for a short time and always benefit from very high ratings.

After all, this is not surprising if we consider that the boat we have tested is 4 years old and, both in the port and at sea, it has never made any crunches and has no imperfections at all, even if you try to find them with a magnifying glass.



You can therefore fully understand how anxious I was to climb on board this “Stradivarius of the sea”.

## Contest 42CS Sea Trial

To sail in the North-East cold but sunny Atlantic is a bit like attending the university of the sea since large tidal ranges and scarcely clement climate put both, boats and skippers, through the mill. Yet, even if it's late November, it's shaping up to be a nice day, maybe more Mediterranean than Dutch.

Sure, temperature is low – about 3-4 degrees – but the large hood of the Contest offers a more than sufficient shelter in order not to feel too much cold.

The engine of the Contest 42CS is barely audible while, slowly motoring, we approach the sluice of the dam that, recovering two meters of drop, will lead us to the sea-level basin.

Our boat manoeuvre with ease, we get close to the quay, we take lines and, while we wait the level to rise, I start analyzing the deck plan that, as with all Contest boats, is the result of the personalized customization required by the owner.

In this case, the boat is rigged with a carbon mast, in-boom furling mainsail, carbon boom and a mainsail sheet circuit that goes directly to a cockpit-mounted central winch.

More and more frequent on maxi yachts, this solution, when applied to boats of this size, combines sporty performances and extraordinary easy handling.

A low-overlapping jib, hydraulic vang and back stay, both positioned at the helmsman's reach, complete the deck plan of a boat specially designed for (fast) single-handed sailing.

“...We sail between houses that look like something out of a story-book to Radbound Castle that, in its beauty, marks at the same time the exit of the Port of Medemblik and our entry to the IJsselmeer.”

A light breeze makes the water ripple while the mainsail is hoisted by Marcel Offereins who, thanks to the duplication of the electric mainsail winch switch, performs the maneuver autonomously and effortlessly from the starboard helm station.

We slightly bear away, unfurl the jib and stop the engine.

Tessa – that's the name of our Contest 42CS – heels a little and goes. We adjust sails and speed increases quickly, there are not more

than 6-7 knots of air but, at 50 degrees from the wind, we are already sailing at 6 knots!

Georg Nissen must have been particularly inspired when he designed the hull lines of this yacht.

We perform a series tacking that Tessa faces without hardly slowing down; then, the sea seems to get darker, winds energy increases and, like a gift from the heavens, it stabilizes at 9-10 knots of true wind, which represents the perfect conditions for our sea trial.

We try to hug the wind and the Contest gives us a 6.3-knot speed at 25 degrees from the apparent wind. This is a very narrow angle where most cruisers fail to perform well while, instead, our Contest 42CS is really great. We slightly bear away and Tessa immediately accelerates; at 50 degrees we reach 7.3 knots that, with a true wind of 10 knots, is another good result.

While we sail, I suddenly realize that I'm standing in the cockpit with a notebook in my hand while I'm writing down. The stability of this boat is striking. I must steer her, now!

So, I leave my notebook and Marcel lets me take the wheel. I sit on the leeward side, I put my hands on the helm and, instantly, I start to “feel” Tessa.

It's a bit like all the forces at play were channeled to this wheel that, sublimely, instantly retransmits in the form of sensations, to the palm of my hand.

Slight variations on the wheel are enough to make the play reverse and, equally instantly, make the bow turn by that tenth of degree we had just figured to give to our current course.

The sensation I feel is very similar to the amazing one that, until today, I thought it was possible only with a tiller bar rudder and that, on this boat, is even more refined



because this hull is stable, progressive and never nervous.

A motorboat passes by us and raises a steep wave that reaches our port loof while we are sailing close-hauled on the same tack. Tessa doesn't care about this and cuts through the way unperturbed, without slowing down. This boat is definitely designed to sail.

I bear away a little and start to go down at 70 degrees from the apparent wind and, while the angle of the true wind is well above 100 degrees, our Contest 42CS keeps running at 7 knots. Slowing further, despite the 105% jib, speeds remain relatively high and Tessa seems not to want to stop. With a gennaker on board, this yacht can certainly eat up many miles a day, regardless of wind direction.

Then, fate gives us another gift and, even for a little while, true wind rises to 12 knots. I luff, the boat heeled and, at 35 degrees from the apparent wind, I see the log showing a constant speed of 8/8.1 knots. Under these conditions, however, Tessa sails quietly, heeling is contained. The seaworthiness of this hull is proverbial.

Reluctantly, I give the wheel back to Marcel and, while we sail close-hauled at about 8 knots, I go to check how sailing experience is from the perspective of passengers. It goes without saying that, on a sailboat like this, there's no shortage of handrails and you can move from a point to another in total safety. Nevertheless, I move without the need to find a handhold or to lean against something to find a balance that, vice versa, Tessa gives me herself with her safe gait.

Benches in the cockpit are high and well-



protected, I test them both windward and leeward and, needless to say, they are ergonomically perfect. You can stay seated without your body having to struggle to keep its position, even when the boat is heeled.

I stand up, I reach the hatchway and start to climb down. Steps feature raised ends with an angle that corresponds to the ideal close-hauled; in short, when climbing down, your feet lean on a flat safe surface.

When I arrive in the ward-room, again, the Contest 42CS astonishes me. In the dinette, silence is absolute, no creak is audible, nothing moves and, above all, water lapping along the hull is absolutely silent.

Sitting in the dinette, while we sail heeled at about 8 knots, I perceive only the noise that, passing through the hatchway, arrives muffled from the outside. The comfort of this yacht at sea is unique, I had never experienced anything like this before.

While I'm sitting, the details of the boats I had seen under construction in the shipyard come to my mind in the form of pictures and everything becomes clearer.

Structural rigidity, sound and thermal insulation are all advantages that result from a construction technology that Contest Yachts uses for all its boats, large and small.

Building quality, attention to details, performances and pleasure of steering are perfectly joint together in this sailing yacht that, inevitably, ends up showing all its superiority over any other boat we've seen and tested to date.

I go back in the cockpit and I enjoy the last minutes of navigation; then, when it is time to go back, maybe as a mark of respect or maybe to appease the displeasure to leave a boat like this, wind energy, too, decreases and comes to greet our entry into the port.

True wind speed	Apparent wind angle	Knots
9	25	6,3
9	30	6,7
10	40	7,1
10	50	7,3
10	60	7,3
10	70	6,9
9	80	6,5
9	90	6,2
9	100	5,8
9	110	5,2
8	120	4,8
8	130	4,6
9	140	4,6
Top speed 8,1 Knots in 12 knots of true wind at 35° of apparent wind angle		

#### SEA TRIAL CONDITIONS

2 passengers aboard – fuel capacity at 100% – water capacity at 50% – laden boat in cruising trim – true wind from 7 to 10 knots – almost calm/slightly rough sea

## Performances under sail

Technically speaking, we could consider the Contest 42CS as a highly versatile sailboat capable to stand out both in club races and for recreational purposes.

Stable, comfortable and fast at all speeds, she can sail many miles a day that, combined with a livability that is typical of larger boats, undoubtedly earn her the definition of “blue water cruiser”.

The possibility to customize the deck plan extensively, adapting it to the various owner’s needs, makes this boat a definitively perfect yacht.

## Contest Yachts: that’s how boats are built

To talk about construction as we do with other boats would be simplistic when we talk about a Contest.

For more than half a century, indeed, this shipyard has been building boats that, in addition to being built with refined materials and very high quality standards, reflect their owner’s desires.

This is why the shipyard combines technologically advanced building technologies, including Conyplex vacuum infusion system®, and hand-crafted production of the most important parts, where the expertise of its boat-builders makes a tangible difference.

A clear example of this is furniture that, not only is manufactured in accordance with best practice, but is also positioned with a precision and a care that don’t fear the judgement of the time.

The teak deck Contest Yachts, vacuum injectionis another masterpiece. Manufactured using a special, highly refined technique, it leaves to the seam a predominantly aesthetic function.

Using dry building technology, it is vacuum bonded to the deck with maniacal precision. The result is simply incomparable to any other technique used.

All materials used, wood essences, fittings and equipment are high-quality. Electric systems are oversized and therefore safe.

Hull construction deserves a separate chapter.

On the one had, we have the famous vacuum infusion system developed





But what has impressed me the most about this shipyard is how the quality standard and the reckless attention to details used in the construction of the flagship are used for the construction of the smallest of the range in exactly the same way.

Maybe that's why to sail on board this Contest 42CS inevitably tends to create an addiction that it is very difficult to extinguish.

Unless we're back to test another Contest, of course...



by Conyplex that, through a 24-hour process, completely re-moves air while reducing resin percentage to 30%, with a clear advantage in terms of weight and sturdiness, considering that the fiber gives strength to the hull.

On the other hand, there is an extensive use of a balsa core that, used from top to bottom, provides all boats with a sound and thermal insulation that must be tested to fully understand its countless advantages.

“ ...The combination of these two techniques results in the construction of boats that are extraordinarily sturdy, comfortable and practically free from any osmotic phenomena.”





## Contest 42CS – Technical Specs

Length overall	12.85 m	42.15 ft
Length waterline	11.76 m	38.63 ft
Maximum beam	4.15 m	13.61 ft
Displacement	11,000 kg	24,251 lbs
Draft standard keel	2.20 m	4.21 ft
Draft shallow keel	1.80 m	5.90 ft
Shorthanded/Performance Cruising		
Mast height above waterline	22.09	72.5 ft
Mainsail	57 m <sup>2</sup>	613 ft <sup>2</sup>
Genoa	47 m <sup>2</sup>	506 ft <sup>2</sup>
Fuel tank	226/88 ltr	49.7/19.4 imp. gal.
Water tank	381 ltr	83.8 imp. gal.
Engine, Yanmar	40 kW	54 hp



Sea trial  
**Absolute Navetta 48**

# ABSOLUTE NAVETTA 48

## THE SEA TRIAL OF A STAR

by Luca D'Ambrosio

When a boatyard is proud and sure of its own products, it doesn't hide them; vice versa, it shows them and let people try them, under any weather condition.

When, despite a rough sea and the total absence of yachtsmen out of the port, it's Patrizia Gobbi herself to take the helm and take you out for sea trials, that means that you're about to test a particular boat, one of those that even experienced sailors can like.

### Sea Trial

From the dock, is already clear that sea is rough and, indeed, gusts of fresh breeze make the water rippled while we're going out of our berth.

We're on the flybridge and Patrizia Gobbi is steering the boat with the joystick while



one single person, unhurriedly, lets go the relieving and mooring lines that secured the boat to the quay.

Observing the scene, we immediately realize that this Navetta 48 is designed to be steered by a family crew easily, which is an essential element for a boat of this size.

From the pilot station on the flybridge, view is 360° and good and, very importantly, you can see the starboard angle of the stern platform perfectly.

We're very loaded, between photo-graphers and journalists there are 10 passengers on board, water tank is at 100% and the fuel one at 70%. Under these conditions, the test gives an ample simulation of the cruising trim of a loaded boat, ready to face summer holidays, which is another plus for [Absolute Yachts](#).

Going out of the port, we're welcomed by waves that, with a height of about one meter and half and white tops, lead us to activate the Seakeeper 6 available on board.

[Navetta 48](#) was already stable but, with the device on and despite sea conditions, comfort level becomes very high even at low speed (we're sailing at 3/4 knots!).

I relieve Patrizia Gobbi at the helm and I sit down; the pilot station on the flybridge is simply perfect, centrally-located and highly comfortable, without the annoying "low seat" effect that, unfortunately, can be commonly found on many boats.



The windscreen is adjustable in height and, when raised to the highest level, it offers a total protection from the wind.

I sail on the port bow at displacement speed and therefore at about 8 knots. Navetta 48 cuts through the waves softly, the hull doesn't fight the sea but simply sails it, without never slowing down before big waves.

At this speed, we can go to the end of the world, with a range of about 1,000 nautical miles and absolute comfort. I'm really starting to like this yacht.

I accelerate and the trawler reacts to electronic throttles promptly; I would like to find the maximum displacement speed but it is not easy because this hull is really progressive and, from the flybridge, you hardly notice speed variations.

At 11 knots, the hull is still totally submerged; then, slowly, I start to notice a light change in the wake, Navetta 48



slightly lowers itself and gets ready for planing.

At 13-14 knots, we're out of the water. The yacht changes its trim and starts to unveil its second identity, that of a modern yacht, studied and engineered to take us fast from one spot to another during our summer cruises.

While surfing, we sail with no problems. This yacht is not afraid of the sea and can surf the waves, at 20 knots, with no shocks.

I go on accelerating, forgetting that I'm on a trawler for a while; at full throttle, I reach little less than 28 knots while, all around, sea is in turmoil.

The seaworthiness of this hull is amazing; there are hulls that could only jump from one top to another under these conditions; we, instead, we're sailing in total comfort and safety.

I would like to test some tight runs but, fortunately, I immediately abandon my crazy idea. I'm not on a powerboat, so I slow down at 21/22 knots and I turn normally. Navetta 48 slightly lists and, without slowing down, changes direction.

Running on the quarter, I slow down to 7-8 knots; now, waves are faster than us and it is time to carry out a very important test that I can perform only with the best displacing hulls currently available on the market.

The wave comes from the stern, hits the quarter and... nothing happens. Navetta 48 remains stable on her course, she doesn't even think to let the strength of the sea move her; instead, she accelerates a little while the wave goes under us before crashing against the bow just a few meters ahead, as if it wanted to bow to this extraordinary hull.

I give the my colleague, I climb down the



main deck and close the glass door. In a second, everything is silent, noise is muffled and, if it weren't for the motion of windscreen wipers removing water sprays, we would not realize how rough the sea is in this moment.

Another impressive aspect that significantly contributes to create the sense of safety that this boat instills in us is the total absence of creaking. This confirms the extraordinary building quality and the attention to details of this yacht.

I take my notebook to write down this annotation and, immediately, I see the

difference in my handwriting between what I wrote at the dock and what I wrote while sailing.

I smile, thinking about the effort I will be obliged to do to decode my handwriting and I take note mentally of what I will write later in the "seaworthiness" field: "simply perfect".

I close my notebook and I put it in my bag while I feel the wave motion decrease under my feet, we're coming back to the port. On board, there's a team of journalists from all around the world, with one single thing in common: the satisfied smile of someone who has just tested an extraordinary boat.

## Absolute Yachts Navetta 48 Interiors: Adduco Maxima

"Undetectable Extension Charm": this was the charm that allowed Harry Potter characters to amplify the space of objects at will without changing their external dimensions.

The formula of this charm was named Adduco Maxima and this must be held by Absolute Yachts' engineers because this is the only explanation of how, within just 15 meters, they have designed the same interiors than a 18-meter yacht.

You can perceive that as soon as you climb on board and enter the cockpit: from here, with the doors of the main deck open, the depth and largeness effect is astonishing for a 48-footer.

The quality of details, the elegance of wood essences are tangible and enhanced by refined combinations of colours that deliver a high-class overview, a feature that permeates all the other environments of the yacht.



The main deck has been clearly studied in every detail, in line with its end use, and is ideally divided into two zones: the “cockpit-galley” area and the “salon/ pilot station” one.

The first is devoted to outdoor moments: from the large cockpit table (equipped with a privacy blind) both the vertical refrigerator and the large L-shape galley serve the continuous needs that life at sea implies.

Noteworthy is the position of the galley that, situated just next to the exit, allows to prepare meals while preventing smells from penetrating inside.

“You can perceive that as soon as you climb on board and enter the cockpit: from here, with the doors of the main deck open, the depth and largeness effect is astonishing for a 48-footer.”

The second is the saloon area that, slightly raised and surrounded by large lazed surfaces, is a real terrace on the sea.

This area is dedicated to privacy and luxury family relaxation times. From the starboard sofa raises a pop-up screen that transforms the salon into a small projection room.

The sofa on the port side is served by a table whose folding wings contribute to create an encumbered space where to enjoy sailing in total comfort.

The interior pilot station is large, with two maxi displays and highly complete equipment.

Electronic throttles and the piloting joystick are positioned on the starboard side, near the inevitable access hatch that Absolute Yachts includes in all its boats and that really makes the difference during mooring maneuvers.



Going down the steps located on the left of the pilot station, we reach the lower deck of the Absolute Yachts Navetta 48.

Here, Absolute's interior designers have created a real masterpiece, succeeding in creating three cabins (two of which are huge) on a boat of this size.

Now, we are in the passageway from which, thanks to the presence of sliding doors, circulation on board requires no contortionism. From here, we can reach the three cabins and one of the two bathrooms which also functions as a day toilet.

We open the first door and enter the master cabin that, raised and placed transversally to the bow, is one of the largest and most refined environments I have never seen on a boat of this size.

The bed is King Size and surrounded by side passages that measure more than 50 cm!

Natural light floods interiors from the large windows and the round porthole positioned on the ceiling that, very high, gives this cabin an impressive volume.

A large wardrobe, a wainscoting with seat and writing desk and a direct access to the bathroom equipped with a separate shower compartment complete a cabin that fully deserves the definition of Master Suite.

The second cabin we visit is the VIP one, reserved for guests, and, if we hadn't just went out from the master cabin, we could think to be there.



Situated on the same level than the double cabin, it covers more than half of the beam and contains a queen-sized bed, side passages and a walk-in closet that, for its size, is the envy of many master cabins.

The double cabin features standard twin beds ( about 90 x 200 cm) and a central passage.

The fourth cabin is a crew cabin but, thanks to the elegance of furniture and the presence of a separate entrance, can very easily become the favourite cabin of owner's children that can enjoy their privacy and come back later without waking up anyone.

Accessible from the cockpit, the engine room covers an extension of almost 15 square meters and accommodates two IPS engines, a stabilizer, a generator and all kind of equipment you can imagine.

## Navetta 48 – Exteriors

Looking at the Navetta 48 from the dock, you can immediately realize that space is not the only element that attract Absolute Yachts' clients. Despite volumes, overall design is always beautiful and pleasant.

I climb on board and I start my "inspection tour".

I walk on the side-decks that, high and protected by the handrails, lead to the bow in total safety and make it reachable under any sea condition.

Here, thanks to a genial mechanism that moves forward pillows, a huge sun pad can be converted into a comfortable forward sofa that, both on the open sea and at the anchorage, will be certainly the point of contention of the whole crew.

We come back to the cockpit and climb on the flybridge where the latest Absolute's innovation becomes clear. The central pilot station creates a large unencumbered surface all around.

Thanks to a rigid hard top, this area becomes a real additional space that, equipped with lighting systems, is certainly the most beautiful place where to have dinner while the boat is still at anchor.

In the stern, a U-shaped sofa surrounds a table which can seat up to 8 adults. The wet bar is equipped with an additional fridge and is easily accessible from the convivial area.

Forward and on each side of the pilot station develops the second huge sun pad of the Navetta 48 that, with no problem, can accommodate 3-4 guests, even while sailing and in total safety.



We thank [Antonio and Michele Spina of Ligur Nautica](#) for their proverbial patience and the kindness they have shown in meeting all our demands.





## Navetta 48 – Performances

	rpm	Speed	Fuel consumption (l/h)	Fuel consumption (l/nm)	Range
	600	2.5	1.6	0.6	2.813
	1,000	5.2	6.0	1.2	1.560
	1,200	6.4	7.5	1.2	1.536
Economical displacement speed	1,400	7.7	12	1.6	1.155
	1,500	7.9	17	2.2	836
	1,600	8.2	20	2.4	738
	1,800	9.2	27	2.9	613
	2,000	10.4	33	3.2	567
Maximum displacement speed	2,200	11.5	38	3.3	545
	2,400	12.8	67	5.2	344
Minimum planing speed	2,500	1,0	77	5.9	304
	2,600	14.0	84	6.0	300
	2,800	16.2	94	5.8	310
Cruising speed (on plane)	3,000	19.2	108	5.6	320
	3,200	21.6	122	5.6	319
	3,400	24.0	140	5.8	309
	3,500	26.0	153	5.9	306
Top speed	3,600	27.6	167	6.1	294

Test Conditions: very rough sea, 20/22-knot wind, 10 passengers, water tank at 100%, fuel tank at 70%





Sea trial  
**Magazzù MX 12**  
**Gran Sport**

# MAGAZZÙ MX12

## 100 MILES ON BOARD

### A DREAM

by Luca D'Ambrosio

## Lusso e prestazioni

There are shipyards that succeed in creating unique lines from a few traits. Those are the boats that, even from a distance, you can recognize at first glance.

And this is certainly the case of [Cantieri Magazzù](#) which has been manufacturing first-class beautiful boats for over 60 years.

An indisputable example of this comes from the Magazzù MX 12 Gran Sport that, with a few yet clever lines, gives an overall view that is simultaneously classic and modern. The stern of the boat is a display of planes that, embellished by round outlines, lead to the sun pad from the wonderful boarding platform, cleverly positioned just above the waterline.

This area, symmetrically decorated by two retractable bathing ladders and lit up by two led spotlights, shows how attention to detail is certainly not an optional extra for Magazzù.

The carbon T-top and the stainless steel handrail harmoniously complement the structure of the large Maxi Rib and offer the possibility to accommodate additional light sources that, with great arrangement technique, complete the well-finished overall lighting design of the boat that, at night, frames and enhances the beauty of the craft, by elevating it to extraordinary levels.





However, only few people know that Cantieri Magazzù is a real idea factory with a long tradition of innovation in the study and manufacture of high-performing hulls that has give rise to a ling series of patents that, still today, enable this shipyard to stand out in the modern boating industry landscape.

You will certainly understand how anxious we were to climb on board one of these boats that, beyond the unquestionable charm, we wanted to test at sea.

The occasion didn't take long to come when, with the approach of the season of boat shows, the shipyard would have to bring a [Magazzu MX 12 Gran Sport](#) from the port of Genoa to Cannes Yachting Festival.

The occasion was made even more interesting by the chance (for us) absence of the skipper, an absence that allowed us to manage the transfer autonomously, since the launch of the boat, after its arrival by ship at Genoa. The following is the report of what happened.

## 100 miles on board the MX 12 Gran Sport

The day has just dawned when we get the port of Genoa and we enter, without difficulty, in the complex mercantile world of the industrial port that, as a crossroads of an endless amount of goods, is already swarming with life.

We get the plane side of the ship and see the cradle hosting the MX 12 Grand Sport that, with its tubes deflated and covered by a protective cover, is waiting for us.

It's a prime opportunity to study the hull. It is no often you see a twin-step hull that, originally used for the skids of seaplanes, contributes to protect the boat surface from water sprays and develop more speed thanks to lower friction on the water.

The hull of the Magazzù MX 12 Gran Sport benefits from an extensive use of kevlar, carbon and epoxy resins, combining the avantges of the step with extraordinary sturdiness. Of course, this construction is more complex and more expensive than the traditional ones but the buyer of a luxury item like this expects the most, even in terms of structural features.

The model we're about to test is fitted with twin diesel Volvo D4 sterndrive engines, 300hp each.

The overall 600 horsepower delivered by these engines represents the minimum engine power recommended for this inflatable boat that is offered in many different options, the most powerful of which consists of 1,000hp for a top speed of 60 knots.

After one hour, the launch is finally completed, our Maxi Rib touches the water and we climb on board. The tubes are totally deflated but the boat, simply leaning on the hull, is already very stable.

I activate the battery master switch, I start engines and look for the inflator. I find it immediately since it is perfectly installed in one of the cockpit compartments, already wired and without any sort of annoying "flying" electric cables to connect to the batteries. The corrugated cable is very long and reaches, without difficulty, the 6 inflating valves that guard the tube sections.

I start it and, in less than 15 minutes, the boat is perfectly inflated: it's really convenient and fast!



I re-tract all moorings and steer to leave the port. I adore diesel sterndrive engines because they are easy to handle and allow to maneuver in restricted waters very easily, even using only throttles.

We go out the port and plan our route to Cannes; we have more than 100 miles to sail, the overage level of the fuel tank is about 65% and, for safety reasons, we have to stop for fuel.

The route envisages an approach to the coast in the vicinity of Andora, after about 50 miles; so, we'll keep an eye on our consumption and will stop for fuel there.

I speed up slowly and, at about 12 knots, the Magazzù MX 12 gently starts planing while, simultaneously, I realize how particular this hull is.

The twin step immediately supports the boat, by determining its trim and providing the overall movement with considerable sailing comfort.

I get back on course and I accelerate to 18/20 knots. At this speed, fluidity is great, the Maxi RIB slightly lowers its bow and seems to navigate on an air cushion.

I watch the consumption indicator and I realize that we're traveling at 23/24 knots with



The protection against wind offered by the console (and its windshield) is remarkable and we have to sit on rear seats to realize how fast we are sailing.

Consumption confirms, better than anything else, the quality of waterlines that enable us to move at 60 l/h, about 2 l/nm.

An extraordinary performance for any boat, not only for a sporty one like this.

The sea is almost flat/smooth, which is the ideal condition to test the top speed. So, I push throttles down, I adjust the trim and the GPS marks 45.1 knots that, considering that we are on board a boat fitted with the minimum engine power option available, confirm the sporty soul of this boat.

a fuel consumption of just 40 l/h, that is 1.7 l/nm.

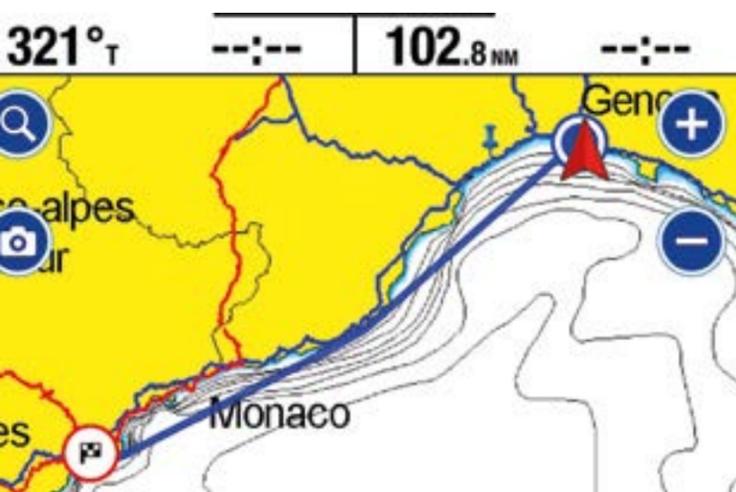
Now, it's time to test this hull that makes me so curious. I invite my traveling companion to find a safe place to sit in and I start to perform a series of increasingly tighter turns.

The MX 12 reacts brilliantly, she tilts, she holds trajectory, remaining always perfectly stable even when I accelerate strongly.

The only reactions I obtain are an increase in the boat inclination and, at the same time, a satisfied smirk on the face of Giovanna who, with tens of thousands of miles and several Atlantic crossings in her experience, is certainly not intimidated by the "bent with tubes in water" which this Maxi Rib is subject to.

Then, we get back on course and test various cruising speeds and, in the end, we opt for a speed of about 32-32 knots.

At this speed, the sense of safety is total and we feel like we're traveling at 10 knots less.



Miles go fast at this speed and the twin Volvo D4 engines show no signs of fatigue, temperature and fuel consumption remain stable and, in such a smooth sea, we enter the port of Andora for fuel.

Entering a marina with the Magazzù MX 12 Gran Sport is a very particular experience, it's like arriving in a square with a Ferrari: you can't go unnoticed.

All eyes are on the particular refined lines of this boat that provokes admiration at the very first glance.

At the filling station, it's our turn, so we come alongside the pier and take less than 200 liters of fuel. This way, both fuel tanks reach 98%, confirming the average consumption previously assumed.

We leave the port and, before getting back on course, we carry out our acceleration tests. The water tank is at 70%, the fuel ones are full and, at full load and in running order, our Maxi Rib weighs 5 tons.

Acceleration is inebriating, the two diesel engines are great and, within just 10 seconds, we reach 30 knots; in 16 seconds, we touch 40 knots! I can just imagine what it would be to push throttles down with 50% more power: an unforgettable experience, I'm sure.

We get back on course and stabilize speed at about 33-34 knots; at 2,900 rpm, the sea is very flat and sailing this way is spectacular.

While we approach to Cannes, the traffic of yachts headed for the boat show is heavy; in short, we are all sailing towards the same destination.

So (it is inevitable) the first lateral waves come. It's a play we can't miss. We slow down at 27-28 knots and start to cross the wakes of the other boats. The Magazzù MX 12 Gran Sport merely realizes that and cuts through waves without shocks or deceleration.

Then, we spot a yachtsailing to Cannes at 16-18 knots; presumably, it is almost 40 meters



long and its passage provokes a very high and steep wave. I enter, with no hesitation, its wake in order to jump the "easy" side of the water mountain, from inside to outside.

We are very close to the wave and, only at the last second, I realize its real dimensions. What we are confronted with is a "ramp" of one meter and half in height; I am about to cross it at 25 knots, I feel my hands clinging to the helm in preparation for the impact, an impact that, however, never comes.

The Magazzù enters the wave and rises without shocks; of course, we jump (and much) but we touch down with no shocks.

The hull of the MX 12 touches the water with extreme softness and ease. I accelerate and we quickly overcome the yacht, I turn around to ask Giovanna if she has enjoyed it but she looks at me and seems to ask: "that's all?".

I smile and turn around the large yacht, we enter the wake from the steep side of

the wave and jump again; the boat, again, remains imperturbable.

We touch down, turn again and accelerate to 30 knots, again inside the wake of the superyacht and, at less than 20 meters from its stern, we face, without slowing down, the huge wave.

The Magazzù MX 12 jumps and, this time, we raise really a lot, then we touch down and, sure, this time we have perceived the impact with water but it was soft and progressive, the level of comfort and safety offered by this boat is undoubtedly high.

By curbing our instincts, we get back on course, we're getting close to our destination. Giovanna and me, we have split the helm several times during these 100 miles, for pure pleasure and not by need. Steering this Maxi Rib doesn't make you feel tired, the drive is relaxing and time goes fast, you hardly even notice that.



One mile from the port, we find a rush of yachts waiting to be docked at the quays of the Cannes Yachting Festival. We advance slowly and enter the welcoming arms of Vieux Port while, again, we witness the spectacle that the beauty of this boat provokes all around.

Faces that turn, arms that rise and point at us; even operators can't resist the charm of our Magazzù that, in her white livery, gets her berth elegantly and stops.

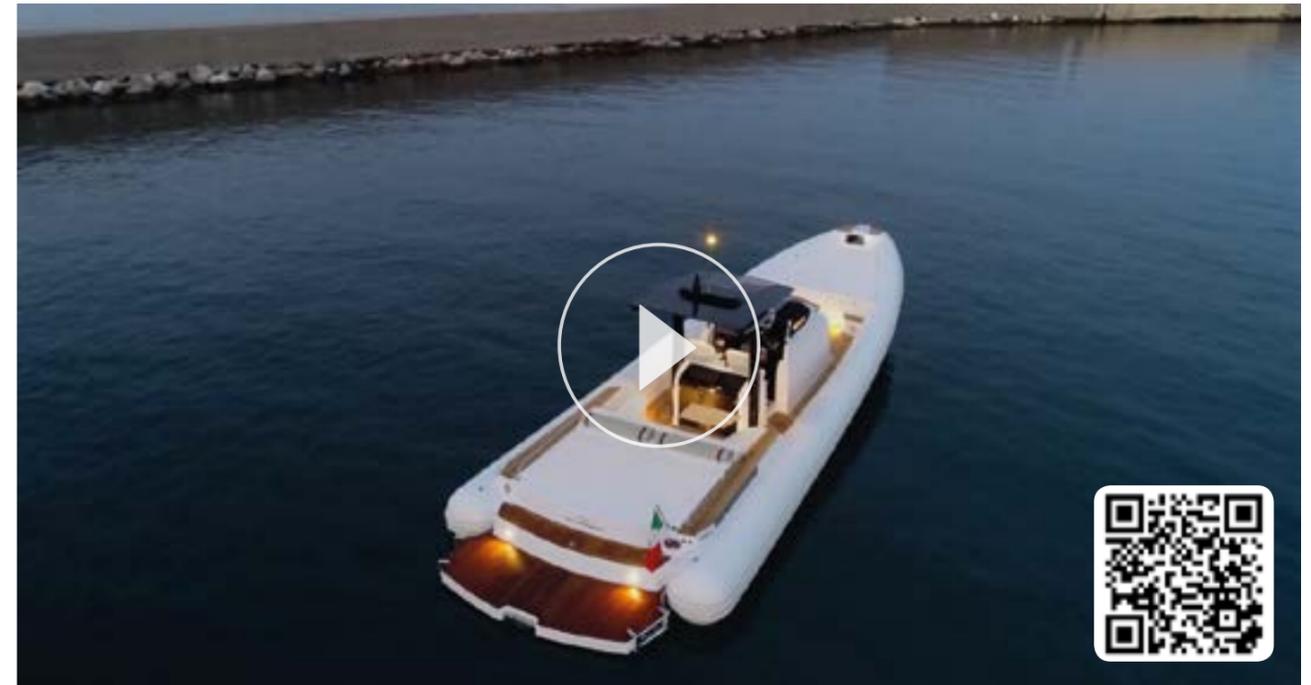
We turn around for a final look before leaving the berth on foot. She is there, beautiful, ready to welcome all the visitors that, from tomorrow, will crowd the jetties of this extraordinary boat show.

Visitors that – it is not difficult to predict it – will be inevitably attracted by her refined beauty.

## The data collected on board Magazzù MX 12 Gran Sport

	RPM	Speed in knots	Fuel Consumption (l/h)	Fuel Consumption (l/nm)
	700	5.3	4.77	0.9
	1,000	7.3	8.03	1.1
	1,250	8.7	13.05	1.5
	1,500	9.9	22.77	2.3
Minimum Planing speed	1,600	11.6	27.84	2.4
	1,750	13.4	32.16	2.4
	2,000	19.1	32.47	1.7
Economic Cruising Speed	2,250	23.8	40.46	1.7
	2,500	27.3	49.14	1.8
	2,750	30.9	58.71	1.9
	3,000	35.6	74.76	2.1
	3,250	39.1	89.93	2.3
	3,500	42.8	111.28	2.6
	3,650	45.1	121.77	2.7
	Acceleration	Speed in knots	Seconds	
		from 0 to 10	4.22	
		from 0 to 20	6.75	
		from 0 to 30	10.02	
		from 0 to 40	15.94	
		from 0 to top speed	18.97	

Test Conditions: smooth/almost flat sea, no wind, two passengers on board. 70% water capacity; 95% fuel capacity



# Sea trial Mercury Verado 400



# NEW MERCURY VERADO 400 OUTBOARDS

## WORLD PREMIERE TEST IN MIAMI

by Luca D'Ambrosio

### Sea Trial for the new Mercury Verado 400

It's been only a few days since the brand-new Mercury Verado 400 were presented and, as usual for Mercury, the outboards are already available for testing.

After all, you only have to walk down the jetties of the Miami Boat Show to realize that; they are present very widely, in their colourful guises, to adorn the sterns of the boat exhibited.

For our sea trial, we have chosen a quad rig that, for the occasion, has been installed in the stern of a Yellowfin 39, a boat specially designed for offshore fishing that, as you can realize at first glance, feels like running.

Our boat is pretty heavy, with a dry weight of 13,000 pounds that, at the current exchange, correspond to little less than six tons and that, with a complete tank of fuel, systems and 7 passengers on board become about 9 tons.

However, a glance to the stern suffices to not be worried since the four Verado 400, in their historic aggressive standard grill, already seem eager to be put through the mill.

We start engines and, with our surprise, we're welcomed by a silent mumble; with the engine idling, noise is really low. We retract moorings and, with the help of the Mercury Joystick Piloting system, we leave

the narrow (and crowded) maze of jetties hosting the boat show. I activate the Active Trim and we're finally ready for our test.

We head for the area where planing is allowed. At low speed, the quad rig is certainly not moderate but, if we were trolling, we would probably use just two engines, consuming just half the amount of fuel.

Then, we start to accelerate and I immediately recognize the sound of Verado. Full, aggressive, it's like music to my ears. The Yellowfin lows her stern while, at 500 rpm, we progressively push throttles down to collect our data.

At little more than 3,000 rpm, we are running at a speed of 20 knots; a look at the instruments and... and I have to double-check because we are using just 20 liters per hour and per engine, which, with all the weight we are carrying, is very little. Mercury's engineers must have worked a lot; consumption is really low.

We go on accelerating and, between 3,000 and 3,500 rpm, with the com-pressor under pressure, a dose of power and torque comes in a clearly perceptible way. It's like a shot of adrenaline that incites to push throttles ahead and you can't resist.

We speed up progressively and, while a smile comes over our faces, the displays shows 6,050 rpm while GPS indicates little less than 70 miles/hour that, to put it in European



terms, means that we are flying on the water at 60 knots!

Now, it's time for us to carry out our acceleration tests. We push gas throttles all down and we are literally thrown against seats. The four Verado push frantically and, as the boat planes, they deliver the top speed again in a blink of an eye.

It is really hard not to fall in love with this way of sailing, this Verado 400 quad rig is really addictive.

We stop, I prepare my drone for my shooting, I make it take off and, fortunately, a thought comes to me and, just a second before I give the green light to the captain, I invite him not to go fast.

Otherwise, I would not have been able to keep up with him.

## Conclusions and closing remarks

The new Mercury Verado 400 outboards are simply amazing. Mercury has managed to create an outboard that, while preserving all the sport qualities that make us love the Verado series, is definitively fuel-efficient and silent at low revs.

If you look at the table below, you can notice that fuel consumption (l/nm) per each engine is very low.

Used in a classic double rig, the new Verado 400 would therefore express an almost linear consumption curve that would allow us to sail, even at high speed, using



just 2-3 liters per mile. A really excellent performance, especially if compared with the amount of adrenaline it engenders. Moreover, with a weight of just 303 Kg, the Verado 400 is the lightest motor of its category.

If we compared it with the only other motor of the market that is able to deliver such power, we would see that the Verado weights 130/140 kg less and, as we all know, low weight in the stern is undoubtedly important.

## Mercury Verado 400: all the numbers of the test

RPM	Speed		Fuel Consumption				
	Speed (mph)	Speed (knots)	Gallons/hour	Liters/hour	Liters/hour per each engine	Liters/nautical mile	Liters/nautical mile per each engine
600	4,5	3,9	2,7	10,2	2,6	2,6	0,7
1000	7,4	6,4	5,7	21,6	5,4	3,4	0,8
1500	8,6	7,5	8,9	33,7	8,4	4,5	1,1
2000	9,9	8,6	11,8	44,7	11,2	5,2	1,3
2500	15,3	13,3	17,2	65,1	16,3	4,9	1,2
3000	21,1	18,3	21,1	79,9	20,0	4,4	1,1
3500	32,0	27,8	32,4	122,8	30,7	4,4	1,1
4000	40,4	35,1	42,0	159,1	39,8	4,5	1,1
4500	48,0	41,7	51,1	193,6	48,4	4,6	1,2
5000	54,0	46,9	68,4	258,9	64,7	5,5	1,4
5500	61,0	53,0	99,4	376,3	94,1	7,1	1,8
6000	69,2	60,1	139,0	526,2	131,5	8,8	2,2

Sea Trial Conditions: 14/14-knot wind- slightly rough sea – 7 passengers on board – fuel capacity at 100%



## Mercury Verado 400 – Technical Specs

RPM	6200-6800
Engine tyoe	L6, 24-valve, DOHC
Displacement	2600 cc
Induction System	Supercharged with charge air cooling
Starting	Smart Start Electric
Gear ratio	1,75:1
Alternator output	80 Ahv
Dry Weight	668lbs (303kg)



Sea trial  
**Riva 66 Ribelle**

# RIVA 66 RIBELLE

## SEA TRIAL OF THE LATEST RIVA'S JEWEL

by Luca D'Ambrosio

It is difficult to pass by the new Riva 66 Ribelle without letting the gaze linger on the contemplation of this yacht.

And it must have been equally difficult for Officina Italiana Design to create this new model, by designing a boat that introduces modern lines while maintaining the distinctive unmistakable traits of what is probably the best known boat brand in the world and by assuming a really huge responsibility.

When we consider that Piero Ferrari personally chaired the committee that, together with Mauro Micheli and Sergio Beretta, has given rise to this wonderful creature, then we can only imagine how anxiously Ferretti Group launched this novelty during the last Cannes Yachting Festival.

However, the anxious wait must have been brief. Presented in a new exclusive Blue Sapphire guise, the Riva 66 Ribelle, indeed, literally magnetized the audience's attention.

To be honest, we, too, we didn't resist the charm of this yacht; so, just as soon as we had the chance, we didn't hesitate and we climbed on board this boat for a complete sea trial.

## On board the Riva 66 Ribelle

The recent spread of the "Sport Fly" phenomenon has generated an extraordinary large number of interpretations – not always successful, unfortunately – of this concept that, on the contrary, finds its perfect dimension in the Riva 66 Ribelle, maintaining all the hallmarks that have always characterized the boats built by the Sarnico-based shipyard.

The ability to skillfully hide, within a line that is gutsy and light at the same time, the presence of the fly bridge and of the large forward relaxation/ sunbathing platform makes this project really unique.

Mahogany and steel details play with the design of this yacht, creating an overview of rare beauty.

Equally noteworthy is the capacity to make these aesthetic details functional, as in the case of the handrails that lead to the bow in total safety and keep the stainless steel guardrail low in order not to compromise the streamlined outline of the boat.

In the stern, two staircases symmetrically delimit an area that, with great elegance, frames the tender garage, the bathing platform and the astern sun pad that, bounded by a pretty mahogany-and-stainless steel insert, introduces the overall design of this boat as soon as you climb on board.



This perception becomes even clearer when you enter the main deck where, with exceptional ability, designers have permeated interiors with Riva's tradition, using refined essences and highly elegant color combinations.

Here, again, white, blue and mahogany are framed by polished finishes that express the best of a design that, while recalling Riva's 1980s, is always contemporary and able to express an endless class.

“ The master cabin of the Riva 66 Ribelle is full-beam and uses all the 5 meters of width with elegance and sophistication. A synthesis and a full celebration of the other two cabins, it renders a unique sensory experience where the blue of the sky merges with the shades of interiors, satisfying the eye and gratifying the spirit. ”



## Riva 66 Ribelle Sea Trial

The area dedicated to the preparation of meals is another masterpiece of design.

Reflecting surfaces are combined with warm white and mahogany tones, creating a modern and very light atmosphere while a crystal panel, expertly hidden, creates unexpected living dimensions for a sporty boat like this.

Beauty, elegance and luxury are perceivable anywhere. After all, we're on board a Riva, light-years away from the rest.

During the boat show, the Vieux Port of Cannes turns into an obstacle course for boats of this size but, despite a length of almost 21 meters, the Riva 66 Ribelle steers easily while, packed with journalists from all around the world, she takes us out of the inner breakwater.

The view from the fly bridge is excellent in all directions, even when remaining seated. From up here, the dimensions of the Ribelle seem to be smaller and steering is a pleasure; the boat glides gently on the water, at all annoyed by the waves provoked by the others boats.

I go down to the main deck, I get the interior pilot station and I get controls. The driving position is correct, throttles and electronic devices are all exactly where they should be.

With a laden displacement of over 45 tons, the Riva 66 Ribelle is powered by twin Man 1,550hp V-12 engines that represent a really appropriate power for a sporty yacht like this.

I put my right hand on the electronic throttles and start to accelerate. Despite its displacement, the yacht doesn't wait to be asked twice and picks up speed.

The hull leans on a slightly stern-oriented trim and, safe and stable, cuts through the waves with no shocks.

When I steer, I usually prefer to do that from the fly bridge and use the interior pilot house only when elements force me to do that; however, despite the sporty design of the yacht and the inclination of the large windscreen, the forward view of the Riva 66 is good enough and steering is always optimal.

The Riva 66 Ribelle starts to surf without changing her trim. You can perceive that only looking at the wake that, at about 14 knots, opens and becomes perfect.

But it's when we accelerate that the Ribelle becomes really amazing. The two Man engines push like mad, acceleration is great and the boat seems not to realize its weight while moving forward very fast.

The sound of the two Man engines is extraordinary and a grimace of satisfaction starts to take shape on my face; I slow down and, at about 25 knots, I start to perform some turns. The Ribelle reacts promptly and progressively bends flawlessly.

I make a sudden change of direction and, again, I feel an amazing pleasure. To steer a boat of this size, that is also highly responsive, is a unique experience. The steering wheel, equipped with a system that makes it get back to the middle automatically, is genial.

I only have to relieve the pressure of my fingers on the wheel and the Ribelle recovers her course promptly. Performances and safety run through the veins of this yacht very strongly.

I take a free route and I pull the throttles down. Again, the sound of the two Man engines is a fraction of a second faster than the push and, once again, acceleration pushes us back while the digital speed indicator shows increasingly bigger numbers.



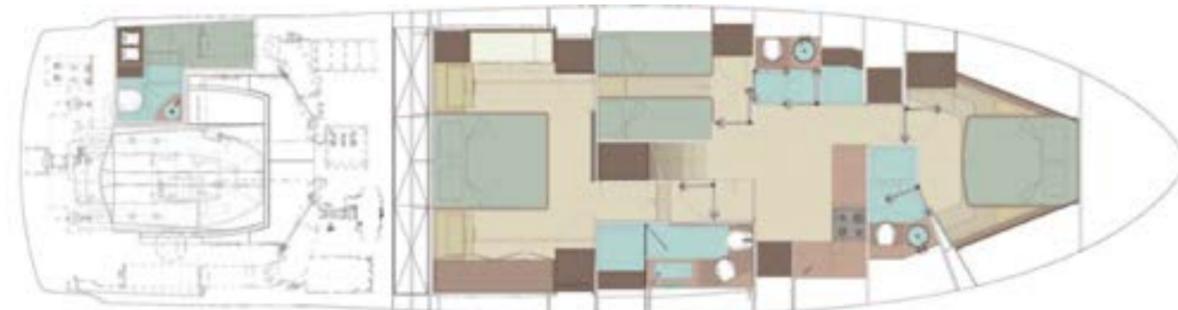
The Riva 66 Ribelle reaches a speed of little less than 37 knots very fast: not bad for a yacht of this size.

Even at high speeds, safety and stability are stunning.

Capable of a cruising speed of 33 knots, this Riva is also a wonderful devourer of miles, comfort and driving satisfaction are

very high even at this speed. Then, my test turn comes to an end. Reluctantly, I give the wheel to my colleague, I sit and take my notebook. The first sentence I write is the answer to the question I had asked myself before climbing on board.

So, while the Riva 66 Ribelle runs fast on the water, I write: " Yes, it's a Riva. There is no doubt".



## Performances detected during the sea trial

RPM	Speed	Fuel Consumption L/h	Fuel Consumption L/nm
600	8	20	2.5
1,000	11.7	85	7.3
1,200	14.1	153	10.9
1,400	18.2	212	11.6
1,600	22.7	281	12.4
1,800	28.1	376	13.4
2,000	31.4	455	14.5
2,200	35.1	564	16.1
2,320	36.7	609	16.6

## Technical Specs

LOA	20.54 [m] – 67 ft 5 in
LH	20.06 [m] – 65 ft 10 in
Max Width	5.29 [m] – 17 ft 4 in
Draft	1.80 [m] – 5 ft 11 in
Unladen Displacement	39,500 [kg] – 87,083 [lbs]
Laden Displacement	46,500 [kg] – 102,515 [lbs]
Fuel Tank Capacity	3,800 [l] – 1,004 [US gal]
water Tank Capacity	710 [l] – 188 [US gal]
Engines	MAN V 12 1550
Engine Power	2 x 1550 hp
Top speed	37 [kn]
Cruising speed	33 [kn]
Range	250 [nm]
Cabins	3
Crew Cabins	1 std
Bathrooms	3
Number of passengers	12
CE Category	A

# QUICK MC<sup>2</sup> X

## THE COPERNICAN REVOLUTION OF STABILIZERS

by Luca D'Ambrosio

Innovation in yachting industry is something strange. Far from being a slow continuous process like in other sectors, it is made of occasional leaps or, if you prefer, occasional revolutions.

Like the Copernican one, for example, that, in addition to describe an astronomical system in which everything revolves around the Sun (and not around the Earth), is currently used as a synonym for the overturning of a conceptual system universally accepted before.

Equally odd is the combination that finds the synonym for revolution in the noun

“rotation”, according to a thought that proves to be particularly appropriate when it comes to stabilizers, the object of our test.

Maybe, these concepts have teemed in the mind of the founders of **Quick**, the Italian leader in the field of nautical equipment, when, just over a year ago, they took over MC<sup>2</sup> with the intention of revolutionizing the global market of stabilizers, reversing their basic conceptual principles.

Totally re-engineered within Quick's Ravenna based 20,000 square-meter production facilities, the new MC<sup>2</sup> X stabilizers are based on mechanical principles that are opposite



to those currently spread.

The first great revolution is that the mass of MC<sup>2</sup> X stabilizers revolves around a horizontal axis instead of a vertical one and this is a remarkable difference.

Thanks to horizontal rotation, indeed, the weight of the mass is distributed on two bearings instead of a single one like in vertical models and this results into two considerable advantages:

- 1) Mechanical stress is significantly reduced; consequently, mass can be larger and revolutions can be reduced for the benefit of ignition times;
- 2) Heat output, too, is drastically reduced; this way, water cooling and vacuum operation are no longer necessary.

All these advantages result into a product that, not being water-cooled and not having need for vacuum operation, is significantly more user-friendly and more efficient.

In short, the stabilizer just needs to be anchored and powered to be ready to use. This makes it perfect also for being integrated in the already existing boat equipment.

Let's come to our test that is more interesting than anything else

### Quick MC<sup>2</sup> Stabilizers Test

We got the port of Marina on a nice sunny morning. Quick's staff was waiting for us. As we had requested, the boat was completely off in order to better simulate and verify the functioning of the stabilizer.



We climbed on board the DC 13, the boat the company generally uses to test its equipment; on the other side of the jetty, a twin yacht was docked, equipped with no stabilizer. Both boats weighted about 16 tons in running order.

The presence of two identical boats gave us the opportunity to carry out a highly reliable test, certainly more incisive than a simple “on/off” simulation that would have showed only the disconnection of the mass.

I asked Quick’s team to open the hatch leading to the engine room and, as soon as I entered in, I found the system. On our test boat, the front side had been replaced by a transparent plexiglass cover which allowed us to see how the stabilizer was made inside.

In short, the round mass (that, in our case, was that of a 19k weighting 553 kg) was hanging from a horizontal axis supported by two sturdy abutments that, in their turn, were combined with a “pivoting plate” situated at the base of the tool.

The horizontal motion of the plate guided the vertical rotation of the mass, producing a righting movement that opposed the boat’s roll.

The first thing I noticed were the compact size of the stabilizer ( in practice, a 60×60 cm cube) and the simplicity of installation. The mechanism was simply anchored to the boat structure while a handful of cables transmitted power and managed the flow of information with the remote control.

There was nothing else in the engine room. The elimination of vacuum operation and water-cooling, indeed, has resulted in the removal of many components that might make installation more complex while compromising the overall durability of the system.



In the pilot station, I turned on the display, set chronometers and switched the stabilizer on. Although only one meter separated us from the engine room, no noise was perceivable.

I opened the hatch and I saw the mass that, quickly enough, was starting to rotate in total silence. At that point, we started the engines of the DC13 and left the port.

Ten minutes after the ignition, while we were still sailing between jetties, the display informed us that the stabilizer had already reached 50% of its maximum rotation speed: not bad, I thought. We could trigger the functioning and enjoy half of the effect.

Later, while we were waiting for the second DC13 to join us in the long entrance of the port of Marinara, undertow finally came.

Out of the port, waves were long – the ideal condition to test the functioning of the stabilizer – but, even within the two inner breakwaters of the port, undertow and the waves raised by the other boats shooked our boat.

Then, when the chronometer marked 29 minutes, 12 seconds and 50 hundredths, the indicator got 100% and we finally turned our **Quick MC<sup>2</sup> X** on.

When I pushed the “on” button, everything stopped, even the horizon and waves stopped moving.

They started to crash against the topsides of our boat, as if we had become a jetty and no more a boat. The efficiency of the system really impressed us.

When the twin boat finally arrived, we pushed our throttles down and went out



Comparative Test

of the port, where we were welcomed by a 40/50 cm wave.

In other words, the typical conditions that knock glasses over or make passengers turn pale.

With the stabilizer on, we tested a series of turns at different speeds. Unlike other products we had tested before, the Quick MC<sup>2</sup> X didn't impede turns, navigation was always stable and safe and we even managed to draw a "8" figure in the water, a really uncommon thing on a boat equipped with a stabilizer.

Slowing down, we tried to sail abeam: at displacement speed, the stabilizer-equipped DC 13 was stable while her twin sister was suffering a lot. The difference was visible to the naked eye.



We stopped and we let the two boats come alongside, near to each other, while the wind placed them on the beam. With the exception of a slight inevitable pitching, our boat was practically immobile while the other rolled a lot, with roll angles of over 35 degrees.

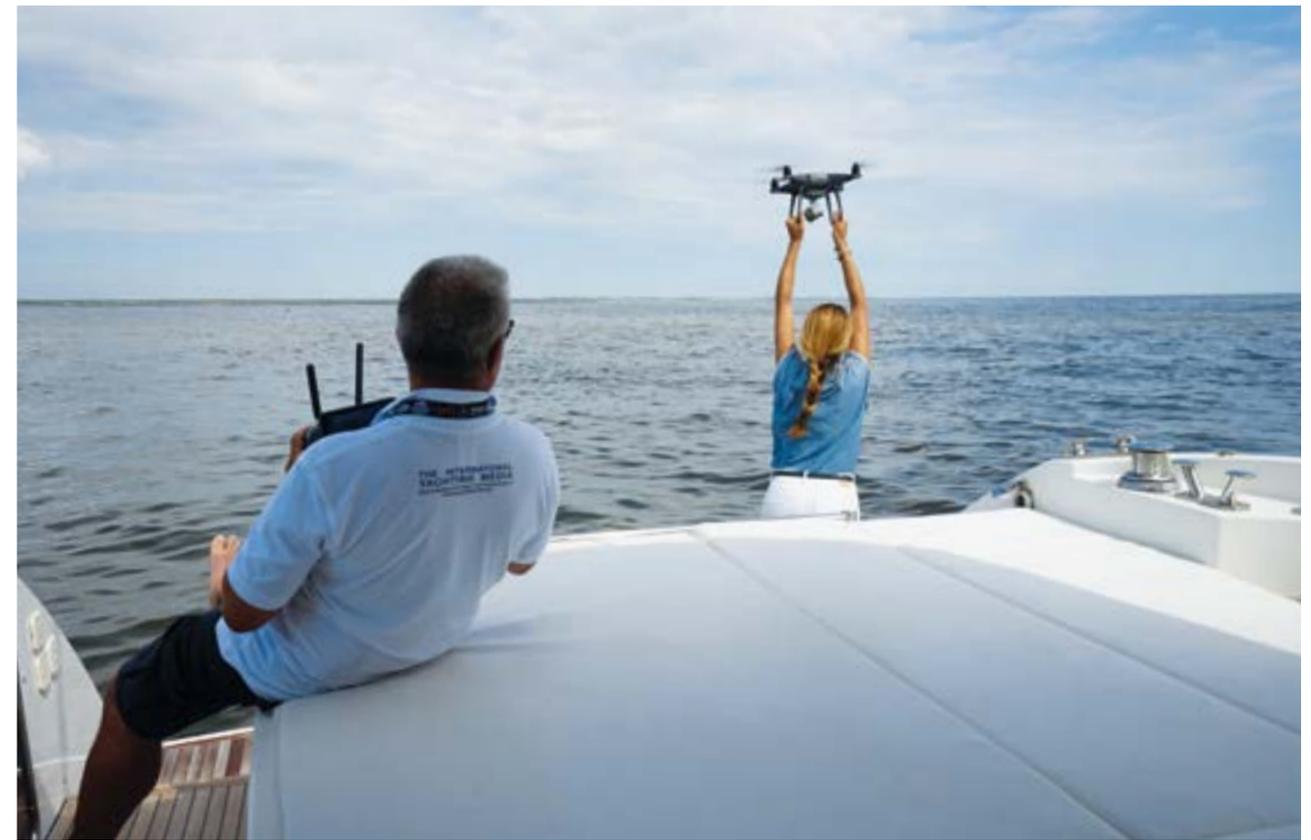
I asked the crew to disable the stabilizer and, in one second, everything changed and got unstable.

Our camera equipment was lying on the sofas and the table; the stability we had enjoyed before had made us forget it but, now, we rushed to save and protect it from falls. The difference was huge.

We turned the stabilizer on and safety was immediately restored on board. Yes, because this accessory significantly improves safety on board, preventing things and passengers from falling. A very important aspect when sailing.

In order to choose the best stabilizer for your boat, you should consider some important aspects.

In addition to weight, indeed, boat height and width are equally important as well as vertical weight distribution. Hull and hull stability, too, are important factors but, by chance, the shipyard will deal with this calculations.



Finally, in order to confirm what you have read until now, we launched our drone with our boat static and the stabilizer on. The following are the pictures reporting our test day.

## Quick MC<sup>2</sup> X: Conclusions

Quick engineers have actually carried out a new Copernican revolution. The new MC<sup>2</sup> X is effective, easy-to-install and maintenance-free.

When compared with its competitors, it is a generation ahead, both in terms of performances and turning on/off speed.

This is a not insignificant detail if we consider that the stabilizer, not being water-cooled, is generally turned off at the dock and allows you to leave the port with no problems.

If you want to monitor the stabilization capacity of your system, maybe while you're laying in the sun, you can download the App that, compatible with Apple and Android smartphones and tablets, gives you full data control.

In short, we really like this product.

As for the old models, made before Quick's takeover, we have interviewed Michele Marzucco, the owner of the Italian company.

*"Quick is a multinational corporation that sells nautical equipment all around the world, thanks to a wide network of dealers. Moreover, it provides customers with complete assistance, including stabilizers of the previous generation".*



## Quick MC<sup>2</sup> X Stabilizers – Technical Specs

MODEL	MC <sup>2</sup> X 5k	MC <sup>2</sup> X 7k	MC <sup>2</sup> X 13k	MC <sup>2</sup> X 16k	MC <sup>2</sup> X 19k	MC <sup>2</sup> X 25k	MC <sup>2</sup> X 30k	MC <sup>2</sup> X 40k	MC <sup>2</sup> X 55k
Rated speed (1): Rpm	5000	6000	4700	5000	5700	4000	4000	3500	3800
Angular momentum (2): N·m·s	1811	2174	4185	5325	6090	8293	9878	13132	18000
Output torque (3): N·m	5560	6678	12850	16350	18700	25464	30333	40324	555882
Spool-up time to rated RPM: min	18	20	32	35	43	32	32	36	40
Spool-up time to stabilization: min	14	16	23	25	32	26	26	30	33
Power absorbed: W max	1400	1500	2100	2200	2800	4000	4800	6500	6800
AC Input voltage: Vac	90÷260	90÷260	90÷260	90÷260	90÷260	200÷260	200÷260	200÷260	200÷260
Frequency: Hz	50÷60	50÷60	50÷60	50÷60	50÷60	50÷60	50÷60	50÷60	50÷60
Noise output: dB	< 70	< 70	< 70	< 70	< 70	< 70	< 70	< 70	< 70
Ambient air temperature: °C	-10°C ÷ +60°C	-10°C ÷ +60°C	-10°C ÷ +60°C	-10°C ÷ +60°C	-10°C ÷ +60°C	-10°C ÷ +60°C	-10°C ÷ +60°C	-10°C ÷ +60°C	-10°C ÷ +60°C
Weight: Kg	300	300	490	500	553	880	965	1250	1400
Dimensions: mm	480x480x570	480x480x570	610x610x667	610x610x667	610x610x667	800x 800x839	800x 800x839	950x950x1014	950x950x1014

(1) Rated speed: fly-wheel speed (RPM, revolutions per minute)

(2) Angular momentum: it quantifies the torque required to equilibrate the system in the time unit (N·m/s).

(3) Output Torque: torque generated by the rated speed (N·m).



# HP BIBI

## WATERMAKERS BECOME SMART

by Marco Pinetto

That related to watermakers has always been a subject of debate within boat owners' community. There are many models available and the choice can depend on many factors, such as dimensions, the l/h flow rate of the water and the reliability of the machine.

However, because of the need for maintenance of filters and all the other parts subject to wear, the real problem to solve is assistance, the possibility to find spare parts and to benefit from simple maintenance wherever we are.

Perhaps that is the very reason why HP Watermakers has launched HP Bibi, a remote watermaker control system that can pull your chestnuts out of the fire in the event of problems.

The new product seems to be very interesting, so, after having discovered it at Boot Dusseldorf, we have decided to learn more about it.

With this new system, the word "control" takes a more comprehensive meaning. HP Bibi extracts and records the diagnostic data of the watermaker, such as shutdowns, ignitions, work time, pressure and various alarms on a special application that we can also use to control the machine remotely. The real benefit of the system lies in the fact that it guarantees an easy integration not



only between machines and users but also between machines and their producer.

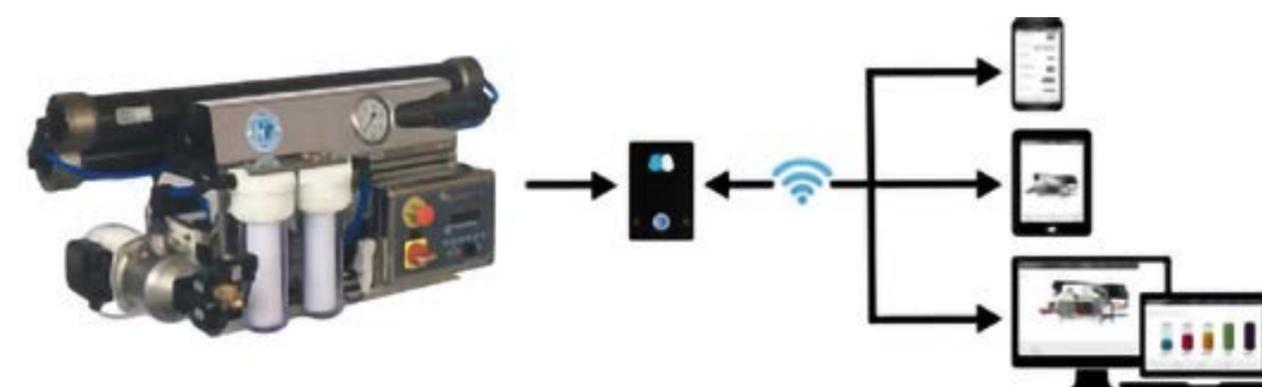
Bibi, indeed, uses a network connection to transmit watermaker's data to HP Watermakers that, this way, can constantly monitor the machine.

The producer's control is purely active because, with all diagnostic data available, it can inform the user about any possible problems or imminent maintenance to carry out, providing him with a step-to-step guide.

But there's more. Thanks to geo-localisation, the control system knows our position and, where necessary, it will indicate the closest authorized assistance center (the network is global) as well as the system's diagnostics.

HP Bibi remote control system is available for the whole line of HP Watermakers' desalinators, with the exception of HP UC, HO SCE and HP KIT ECO models.

Trusting in the reliability of the system, HP Watermakers extends the warranty of its products by one year for all those who decide to install a HP Bibi system.





# Tankoa S701

# TANKOA S701

## THE ITALIAN CHALLENGE TO NORTH EUROPEAN SHIPYARDS

by *Diego Ruggiano*

Launched in Genoa on August 1st 2018, the Tankoa S701 is a mega yacht designed for her exterior lines by Francesco Paszkowski with interior by Margherita Casprini that represents, to paraphrase the words of Marketing and Sales Manager Michel Karsenti, the Italian challenge to Northern European shipyard in the manufacture of boats of these dimensions and expectations.

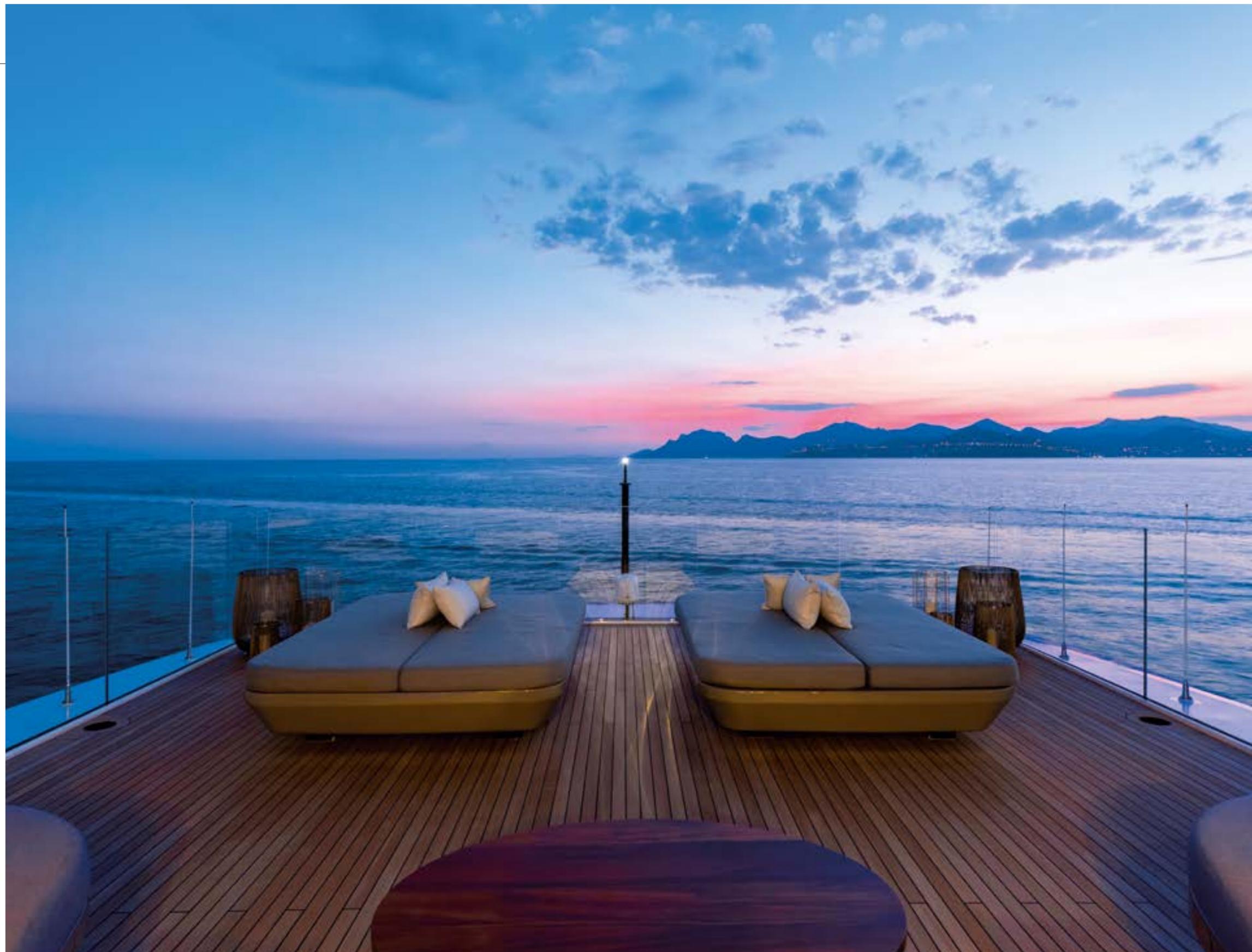
At her world debut during the Monaco Yacht Show in September 2018, her owner and his family were delighted to admire the impressive Mega Yacht at the dock.

Sold in September 2016, thanks to the synergy of the large subsidiary activities that go from industry to local craftsmen, the Tankoa yacht, apart from being an excellent business card for the Ligurian shipyard, is also a 100% Italian excellence that confirms the presence of the country at the top of the international yachting Olympus.

Not only beauty and majesty but also a jewel of technology and performance. This 72-meter boat, in fact, is fitted with Caterpillar 3516B engines that deliver a top speed of 17.5 knots with a range of over 3,000 nautical miles.

Moreover, the combination of Rolls Royce rudder system and hydraulic Najad 200 kW bow thruster makes possible fast and easy maneuvers especially within tight spaces.

As in the past, this time, too, Tankoa has decided to pay particular attention to environmental protection to the point that



we can define Solo as an “eco-friendly” Mega Yacht. In addition to the traditional CO2 monitoring system that guarantees full control of speed-consumption balance, fuel tanks are structurally at 1/5th of the maximum beam from the hull sides. As a result, fuel spillage risk is very limited in case of lateral collision.

Even the uninitiated will notice the clever use of environments and the designers’ will to dedicate as much space as possible to owner’s comfort.

Starting from the upper deck that houses a real room dedicated to navigation, a comfortable captain’s cabin and a massage room.

During the Monaco exhibition, we also had the opportunity to appreciate the presence of a piano and a fireplace on board.

“ However, the most breath-taking element of this boat is represented by the master apartment with sea view. ”

A real 3D daydream, with the bed positioned in the middle of the cabin and surrounded by full-height windows with 180° views.

The cabin gives instant access to a jacuzzi, a special relax area with chaises and a sun pad.

Another key element that increases the accessibility to the S701 is the presence of a helideck aft with a 4.5-ton certification.



Mazda MX-5  
VS  
Prince 30 sport



# COMPARATIVE TEST FOR THE TWO QUEENS OF PLEASURE

## MAZDA MX-5 vs Nuova Jolly PRINCE 30 SPORT

by Luca D'Ambrosio

If we wanted to interpret the meaning of the word "pleasure" literally, we would realize that its meaning refers to entertainment and fun. Emotions that, when we drive a vehicle designed for open air driving, are enhanced at the highest level.

If the object of our desire is also beautiful and definitively sporty, then other factors come into play, amplify the pleasure of driving and maximize our gratification, like the light satisfaction we feel when, in front of the solemn gait of the sinuous silhouette of our vehicle, looks are inevitably magnetized in our direction.

It is therefore no surprise if we have decided to carry out a comparative test between

these two queens of open air driving, two roadsters that, despite acting within different fields, share the same principles of use and relegate very similar sensations when we drive them.

### A day with the wind in our hair

It's the morning of a sunny day when, shortly after sunrise, we leave from Milan to Lake Maggiore.

With a little bit of difficulty, we arrange our camera equipment, filming drone and camcorder in the small boot of the [Mazda MX-5](#) that can accommodate luggage for just one weekend and two people.

Out of the garage, the cold air of the morning would recommend us not to uncover the car but a test is a test so, after pushing the dedicated button, we witness the small masterpiece of engineering that, within just 13 seconds, transforms the vehicle from a small sporty coupé into a pure roadster.

On board, we are very comfortable, the driving position is perfect and everything is within reach.

“The gearbox is short and sexy, like the rest of the car after all.”



In one bit, I connect the audio system to my smartphone, I play "Sultans of Swing", engage gear and run on the deserted road. I run at full throttle and the sound of the MX-5 rises to go wild just as Mark Knopfler sings "You feel all right when you hear that music ring".

“ a shiver of pleasure goes down my spine, I engage the second gear and, at that moment, I understand why this car is the world's best-selling roadster.”

Reluctantly, I slow down and get on the freeway.

I run at 90 km/h, the maximum speed allowed in that stretch of road. Under these conditions, air protection is almost total and it is not cold.

I can even hear all the notes of the second song of my playlist without turning the volume up.

"This could be heaven or this could be hell", the verse says, and I smile because these words perfectly express the charm of driving this car.

On the motorway, it's a little cold. I turn the heating system on, direct the nozzles and gooseflesh disappears. I turn up the volume and enjoy both music and the magic light of the bout 14 km/l.

After getting off the highway, I finally find some bends, I turn down the volume and get on with my test. In the twisties, the Mazda is a go-kart, flat and on track. Weighing less than 10 quintals, her 131 horsepower give extraordinary emotions.



I slow down and I enjoy the final kilometers of my travel; at 60-70 km/h, I enjoy breathtaking landscapes within unrestricted visual field.

While crossing residential areas, the MX-5 doesn't go unnoticed and it is objectively hard not to hesitate in lower gears, engine sound is extraordinary and significantly contributes to this effect.

Then, I turn left and enter the Marina di Verbella, I drive my final meters, approach the piers and, immediately, I recognize the Prince 30 from a distance.

In her white and red livery, she stands out clearly against the background offered by the waters of the lake that, contrasted by the intense green of vegetation, make the general overview wonderful.

To the pertinent strains of "Shine on your crazy diamond", I close the rigid hood of the MX-5, get out of the car and walk to the nautical version of this lifestyle that, with no barriers, has already revolutionized my personal concept of travel, transforming it from "transfer time" into "pure pleasure".

So, I climb on board the Prince 30, the latest sporty creation by [Nuova Jolly Marine](#) shipyard that has already become famous all around the world.

With a length of over 9 meters and a power of 600hp, this new version is offered in a guise that combines traditional white livery with bright red interiors and finishing touches that immediately suggest the spirit of the boat.

The characteristics of the hull that have made Nuova Jolly boats so famous are immediately recognizable. The bow is pronounced and the astern dead rise angle quite generous. In addition to enhance her seaworthiness, all these features give the [Prince 30](#) an even gutsier look.

I climb on board Nuova Jolly Prince 30 engines effortlessly, using the large boarding platform that flanks the two Mercury Verado V8 4.6-liter 300 hp engines which the boat is equipped of. I get the helm station, I seat and start to study the position of all tools.

Equipment is high-level and, like in the MX-5, everything is within reach, designed and arranged in every detail in order to be used without effort and as quickly as possible.

I start the engines and activate the Mercury Active Trim system.

I've already tested it and I can say that it is great. I release mooring lines and, using the Joystick Piloting System, I slowly leave the port while the bow cuts through the steady water in total silence.

I put the electronic throttles in single-lever mode and I push them down.

The two Mercury engines evolve from a silent mumbling to an exciting sound that, if it was the title of a song, it would certainly be "Losing my religion" because the acceleration of the Prince 30 has no parallel in any other boat tested until now.

We run on the water from 0 to 50 knots within 9 seconds. It's pure adrenaline. But the Prince 30 goes on accelerating and touches the "space" speed of 56.7 knots. We're navigating at 105 km/h and all the rest seems to be slow when you move so fast.

I slow down to 30 knots and start to perform some tight turns. If it wasn't for the landscape that has changed, I could think that we're still on the Mazda, given the centrifugal force which I'm subject to.

Nuova Jolly has built an extraordinary hull and it is a pleasure to play looking for a limit that, despite all my efforts, never comes.



Once again, I slow down and, once again, the Prince 30 astonishes me.

I sail at 30-32 knots, without using trim, in perfect horizontal balance while a look at the device makes me understand that we're traveling with a fuel consumption of just 1.67 liters per nautical mile.

The day goes fast while the Prince 30 leads me to the discovery of the beauties of Lake Maggiore.

Speed, acceleration and adrenaline alternate with emotions that only slow navigation can give.

It's time to come back. I sail slowly and play "Calling You", Jevetta Steel sings the first words of this wonderful lyric and, again, I'm moved in front of the beauty that, driving in the open air, comes to me amplified.

In the fading twilight, I get the dock. This is a good chance to portray the Prince 30 and the Mazda MX5 together.

“ Two worlds, apparently so different, meet in a scenario that, better than any word, immediately explains the reason why they are so close.”

I get back in the car, open the hood and leave.

It's getting dark, I play " Nothing Else Matters" while I think that there is no better way to explain why these two vehicles are so appreciated by their owners.



## Nuova Jolly Prince 30 vs Mazda MX5

	Nuova Jolly Prince 30			Mazda MX-5	
Weight (during the test)	about 2,2 tons			about 1 ton	
Fuel	Petrol			Petrol	
Number of engines	2			1	
Displacement	2 x 4600 cc			1496 cc	
Number of cylinders	2 x 8 V-cylinders			4, straight	
Max Power	600 hp ( 2 x 300)			131 hp	
Reduction ratio	1+ reverse			6 + reverse	
Fuel Capacity	400 l			45 l	
range at cruising speed	250 NMa / 450 Km			630 Km / 350 NM	
Length	9.30 m			3.92 m	
Width	3.20 m			1.74 m	
Number of Passengers	12			2	
Revs	Speed in knots	Consumption (l/h)	L/nm	Speed in Kmh	Consumption (km/l)
600	3.5	5.5	1.57	90	18.2
1,000	5	10.6	2.12	130	14.1
1,500	8	18.8	2.35		
2,000	11.4	27.5	2.41		
2,500	15.1	34.2	2.26		
3,000	23.9	46.7	1.95		
3,500	32	53,5	1.67		
4,000	37.6	74.4	1.98		
4,500	40.5	90,5	2.23		
5,000	46.5	129.1	2.78		
5,500	50.6	160.3	3.17		
5,950	56.7	189	3.33		
Acceleration	Speed	Seconds		Speed	Seconds
	0 – 20 knots	3.3			
	0 – 30 knots	4.8			
	0 – 40 knots	6.74			
	0 – 50 knots	9.06		0-100 kmh	7.8
Top speed	56.7 knots			203 Kmh	

# JAGUAR I-PACE

## EUROPEAN CAR OF THE YEAR 2019

by Luca D'Ambrosio

Geneva, Monday March 4 2019 – The **Jaguar I-PACE**, has been voted 'Car of the Year' at the European Car of the Year Awards 2019. This is the first time a Jaguar has won the coveted prize.

A jury comprising 60 motoring journalists from 23 countries recognizes the victory of the all electric Jaguar at the European Car of the Year Awards 2019. The award recognizes some key motoring aspects, such as technical innovation, design, performance, efficiency and value for money.

*"For our first electric vehicle to also be the first Jaguar to win European Car of the Year gives us a huge sense of pride. Designed and engineered from a clean sheet of paper, the Jaguar I-PACE is the most technologically advanced battery electric vehicle. It's a true game-changer" claims Jaguar Land Rover CEO Ralph Speth. "Winning European Car of the Year is an honour and real recognition of what our world-class team has delivered".*

Since its launch, the Jaguar I-PACE has had profound sales success globally, with more than 8,000 customer deliveries to date, 75 per cent of which in Europe.

Able to combine sports car performance and SUV practicality, the Jaguar I-PACE is engineered to take full advantage of its electric powertrain and bespoke aluminium architecture.

Since it was revealed about one year ago, the I-PACE has received 55 awards worldwide, including German, Norwegian and UK Car of the Year, BBC TopGear magazine EV of the Year, China Green Car of the Year, and Autobest's ECOBEST Award.

### Jaguar charging system

Charging is made easy for customers using the Jaguar public charging service, accessed via a dedicated app or using an RFID key.

With tailor-made charging packages and tariffs compiled into a simple monthly bill, it gives I-PACE customers access to more than 85,000 charging points throughout Europe.

For 80 years, Jaguar's elegant design and breathtaking performance have excited and delighted the world.

Today's world-class Jaguar family embodies The Art of Performance philosophy with the XE, XF and XJ saloons, the dramatic F-TYPE sports car, the F-PACE performance crossover the new E-PACE compact performance SUV and now the new I-PACE, the all-electric performance SUV that puts Jaguar at the forefront of the electric vehicle revolution.



### Jaguar I-PACE Technical Specs

Engine	electric, three-phase
Maximum power kW (HP)/rpm	294 (400) /12,000 rpm
Maximum torque Nm	696
Drive	four-wheel
Front brakes	self-ventilating discs
Rear brakes	self-ventilating discs
Battery Type	Lithium ions
Capacity ( kWh)	90
Tension (Volt)	400
Charging Time	13 hours ( 220 V and 3kW)
Performance	
To speed(km/h)	200
0-100 km/h Acceleration (s)	4,8
Average Consumption (km/kWh)	4,7
Range (km)	480
Dimensions	
Length/width/height (cm)	468/201/157
Wheelbase ( cm)	299
Weight; EU Unladen (kg)	2208
Luggage compartment volume (litres)	656*/1453+27
Wheels Dimensions	245/50 R 20



# THE GLAMOROUS ADVENTURE OF SEA VOYAGE

## JOUIN MANKU UNVEILS CELEBRITY EDGE, THEIR FIRST LUXURY CRUISE SHIP CONCEPT

by Silvia Antona

Jouin Manku Design and Interior Architecture Studio unveils the spaces conceived for Celebrity Edge, the new luxury cruise ship that embarked for its maiden voyage from Fort Lauderdale, Florida, on December 9th.

The studio has designed The Grand Plaza, the epicenter of the ship, the main atrium and the stairway at the service of restaurants and corridors.

Designer Patrick Jouin and architect Sanjit Manku accepted the Celebrity Edge project with a great deal of excitement, enthusiasm as well as the desire to capture the magic of sea voyage. Inspired by the glamorous and adventurous side of pre-war voyages, they tried to transform this experience and adapt it to 21st-century comfort.

The duo of designers is used to embark on every single project with an emotional approach, anticipating the emotions people feel when confronted with the discovery of a new place.

Then, they sculpt spaces, define proportions as well as all the elements and materials that will reproduce the same emotions. Developing all the aspects of a place (interior design, decor, upholstery, lighting) the two architects like shaping a total sensorial experience.

As for EDGE, the main goal was to create spaces that were able to remind passengers the fact they are on board a ship, offering the same luxury and comfort levels as a boutique hotel while expressing the extraordinary experience of a cruise.

Their creative proposal is distinguished by the desire to celebrate the work of the builders and welders involved in the ship building.

Within a classic-style interior space, steel thin elegant columns are often hidden under layers of materials and veneers that tend to expand proportions.

Jouin Manku Design Studio has tried to show them in collaboration with the craftsmen involved into the project in order to find the right structural forms and unveil the ship's skeleton.

Patrick Jouin and Sanjit Manku hope that the ship's language is readable in every space. After all, a ship does not imply a 90-degree angle but a series of curves that enable natural forces to circulate freely; designers have therefore played with this fluidity and let it inspire them. Moreover, they avoided using sharp edges and rigid surfaces in order to make ceilings and walls integrate into the structure harmoniously.

The chandelier of The Grand Plaza ©EricLaignel



## The Grand Plaza

The Grand Plaza is one among the most important convivial areas of the ship.

Inspired by the dance halls of classic ocean liners, it can be used at any time during the day, with all passengers moving inside the ship.

That designed by Jouin Manku Design Studio is a comfortable, welcoming, cozy and spectacular space.

Designed as a square surrounded by bars and restaurants, lively both night and day, The Grand Plaza is a place where people can notice and go noticed.

In the middle, a circular bar shines with social activity and energy, encouraging clients to meet and interact with each other.

In the ceiling, a monumental chandelier descends towards guests, evoking sky and stars. As the activity of The Grand Plaza evolves during the day, the chandelier, too, changes appearance.

During the day, it is positioned at the top, like a sculpture reflecting natural light but, at sunset, it starts to turn hot orange, illuminating all the space around it.

At night, the chandelier beats with colourful pulses like a beating heart. Its appearance is therefore different at various times of the day.

Around the central bar and the chandelier, the multi-level salon offers a multitude of single or multiple seats that generate a feeling of intimacy inside this wide open space.

The wide walkways on the upper deck invite guests to stop and look out to contemplate the activities on the lower deck.



The Grand Plaza is a very open space that passengers can enjoy at various times of the day.

In order to preserve the intimacy of the place, three large screens partially dissimulate the central salon, offering appealing views.

Designed in collaboration with the experts in architectural embroidery – MTX Studio – screens consist of a series of modules made of metal, leather and fabric.

“ Seen close up, they look like a goldsmith’s work with facets of various materials that sparkle in the light while their reflex projects discreet plays of light in the volume. ”

Moreover, screens contribute to contain energy within the space, absorbing a part of the noise and guaranteeing intimacy.

All the elements of The Grand Plaza have been designed by Jouin Manku Studio: appliances and lighting systems in close collaboration with the International Observatory, and decor, creating a unique comfortable charming interior.

The selection of materials offers a perfect balance between classic and contemporary style: wood, metal, resin, leather and fabrics.

Some of them are reflecting, others opaque to improve sound insulation.



## The Main Dining Atrium

The main stairwell connects five restaurants on three different levels. White-colored and with sinuous lines, it invites clients to try it and explore every single level.

Inspired by the evolution to familiar to unknown, it has been designed to be, beyond its functional aspect, a genuine sensorial experience, accompanying guests in a fluid dancing movement.

The focal point of the stairwell is represented by a brass pendulum suspended above the whole central space below.



## Corridors

Jouin Manku Design Studio has also designed the corridors that lead to the main staircase, also known as The Main Dining Atrium.

“ Situated in the middle of the ship, these spaces remind, once again, passengers that they are in a place that has been shaped by the forces of nature without any right angles.”

Walls are covered with textile panels that, offering a good sound insulation, reproduce fish scales, reflect light and reveal the skeleton of the ship, showing inscriptions – sometimes written backwards – on the metal structures used at building time.



It evokes the charm of ancient navigation instruments used by sailor over centuries before the advent of satellite navigation.

The art installation reminds passengers that they are sailing, even if they can't perceive rolling inside the ship.

*“Every project is an unprecedented dream, a new experience. When the first passengers will climb on board the Celebrity Edge, we hope they will be enchanted by what they feel in the spaces we've created and fascinated by the magic of sea voyages”* claim Patrick Jouin and Sanjit Manku.

# A TRICK FOR A “SOFT” AND SAFE ANCHORAGE

## BOATING TIPS AND TRICKS

by Luca D'Ambrosio

When we are at anchor, especially if there are lots of boats, we cannot always use the amount of chain we would like because eventual rocks, shore's proximity and depth often don't help us.

Most of us use a system to unload the windlass from the traction of the anchor line, whether it is a Chain Clower like that one by [Forniture Nautiche Italiane](#) we use or any equivalent system (ours, it should be noticed, is really practical).

The trick – very simple – consists in using some additional chain after securing the chain clower until the chain touches the bottom, or almost.

In the picture below, you can realize how simple this anchorage system is. Now, let's see the advantages it offers in the case of an anchorage on a 5-metre-deep seabed.

If we did a traditional anchorage, we will have dropped a chain 3-5 times longer than depth, in our case 20 metres.

A 10 mm chain weights about 2 Kg. so, for any linear metre, considering a 20 Kg Delta, we have an overall anchor line of 60 Kg which is less than 21 metres long.

We know that, when wind gets fresher, our anchor line will progressively raise from the seabed, since its weight determines the overall elasticity of the system.

When all the chain lifts, the anchor grip on the bottom comes into the play and the angle with which the anchor is stressed is essential to it.

With our system, which already has a lower traction point thanks to our chain clower, we used about 10 additional chain metres, equal to 20 Kg and, above all, to 50% more

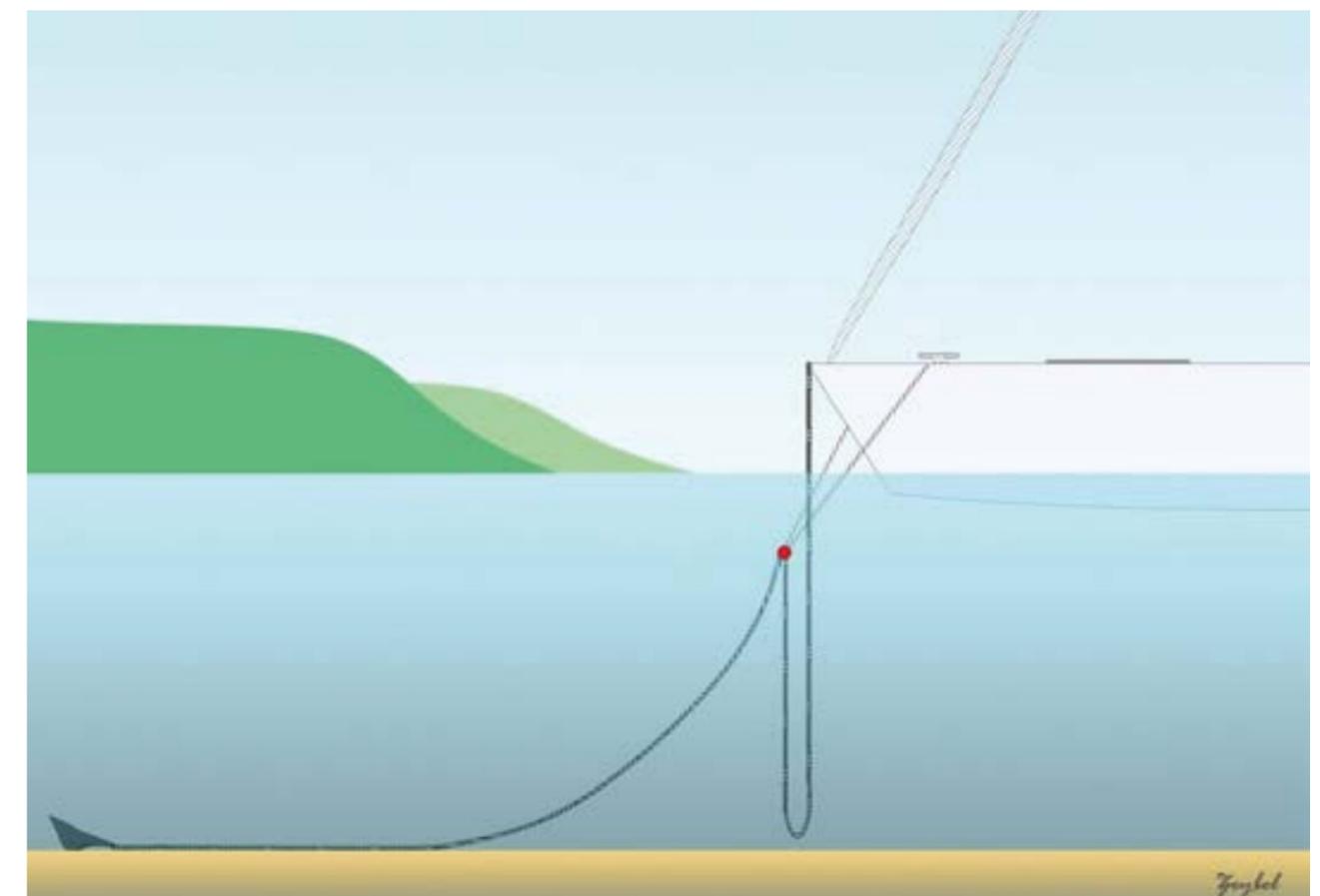
than the chain weight and 33% more than the total anchor line.

We used this system during our tests and we realized that the traction angle in gust was more favourable, our boat twisted and tended to tack less, with a lower overall risk.

The above-mentioned tests were carried out even during a mistral storm of about 30 knots during which we stayed safer and more comfortable.

We just need to thank my friend Marco Marchi who, once again, has proved to be a rich source of useful advice.

I've known Marco Marchi for a long time. He comes from Tuscany, he's a sailor and racing man, an explosive mix if we consider he's also an inventor and a tactician on competitive racing boats.



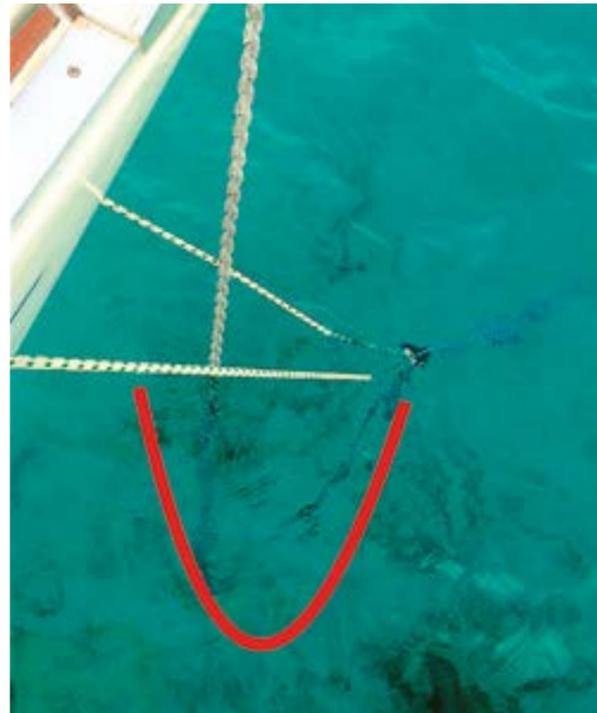
In the past, when we took part together to off shore races on my previous boat, we even designed some sails which didn't exist yet, but that's another story...

During our cruise, we met him and we spent some days with him.

He was on Kryos, a Grand Soleil 37, the winner of many races in the last few years.

As always, Marco can teach us something and, this time, I noticed his anchor line. He taught it to me and he agreed to publish it.

Maybe someone already knows this trick but most of our readers will use the occasion to make their anchorages safer and "softer"



“ We used this system during our tests and we realized that the traction angle in gust was more favourable, our boat twisted and tended to tack less, with a lower overall risk. ”



# KENYA

## BIG GAME FISHING

by Maurizio Pastacaldi

These weeks, Kenya is offering its main Kaskasi monsoon season and therefore the top offshore fishing time, especially for anglers looking for big preys.

The Kenyan Coast is bordered by the Indian Ocean for about 550 kilometers and the main "Big Game spots" can be found in Malindi, Watamu, Kilifi, Pemba Channel and Shimoni.

The coastline is home to an amazing array of marine life including many species of fish differing from each other in colour, variety or shape thanks to the strong tidal shifts which periodically change this charming scenario

It's a sight that no one shouldn't give up, especially when waves crash onto the coral reef.

And it's exactly there, in the deep blue of the Indian Ocean, that our loved preys can be caught.

After all, in this period, weather is excellent, winds have died down, it doesn't rain and the dry temperatures are about 30 degrees.

In other words, while it's winter in Europe, people can enjoy sun and warm temperatures in the Kenyan Coast!



“Tunafish, dolphinfish, groupers, bar jacks live in the waters of the reef but true enthusiasts exclusively love offshore trolling for rostrata species.”

Ernest Hemingway was one among the pioneers of the Kenya Big Game Fishing; in the late '30s he indeed discovered the beauty and the abundance of fish of this place and disclosed it to the fishery world.

Situated east of Watamu, a dozen of miles from the coast, “Mlima Bank” is a highly popular fishing spot bathed by a strong stream which generally attracts all varieties of Marlin (blue, black, stripped..). This is one of the few spots all around the world where you can enjoy a record-breaking slam!

As we all know, Kenya is one among the poorest countries in the world, suffering from several problems. However, all troubles seem to far away when you stay in a seaside resort: everything around you seems to turn into a real piece of heaven.

These places are exclusive not only for fishermen but also for their partners.

## Fishing Charter in Kenya

In Kenya, there are very few professional fishing teams and, according to season, they travel from north to south of the coastline in order to follow fish migrations and meet the demands of the most demanding anglers.

Thanks to the abundance of fish, Kenya is a highly popular destination among fishing enthusiasts. The “light tackle” sporty fishing culture is increasingly resulting into a higher quality of fishing crews

Capt. Adam Ogden:

[aogden@easa.co.ke](mailto:aogden@easa.co.ke)

Capt. Robert Duff:

[robert@sportsfishingkenya.com](mailto:robert@sportsfishingkenya.com)

Capt. Gary Cullen:

[rosie@hemingways.org.uk](mailto:rosie@hemingways.org.uk)

Our article is dedicated to anyone desiring to have a holiday far from oppressive city traffic, fog and cold, without forgetting his passion for sporty fishing.



# LAVEZZI AND BUDELLI

## AN ANCHORAGE IN THE CLOUDS

by Nico Caponetto

Drawing the anchor in the waters of Cala Lazzarina in Lavezzi or Manto della Madonna in Budelli means to run the risk of confusing the border between sea and sky.

“ Here, water transparency is shocking. Air and water are mixed together in a blue torn like a veil by a group of rocks and cliffs that finally help to find the border between air and water.”

However, the best time to get these anchorages is May and June when the crowds of tourists still do not assault them. Then, something changes, with hundreds of boats of every type and size scattering these waters.

After having left the anchorage of Spargi, we have headed for the neighbouring Budelli. More precisely, that area between the eastern part of the island, well-known for its pink beach, and Santa Maria, just opposite it.

Here, an expanse of blue opens up and washes Razzoli, the third island of this area, situated north the first two ones.

When weather is fine and there's no wind, the most picturesque anchorage is Passo degli Asinelli, on the northern side.

After leaving Spargi, we head north and sail along the southern coast of Budelli while keeping a good distance from Punta Lodi.

Soon, on the starboard side, a deep bay opens up, generated by the two shores of Budelli and Razzoli.

A quick look to the navigational chart and a little attention are enough to penetrate this





fjord and reach the western coast of Santa Maria.

The latter is a gorgeous anchorage accessible only with winds blowing from the first and the second quadrant; impossible, instead, with fresh mistral.

Given the prevailing wind directions in this area even in summer, it follows that the most popular anchorage is that one situated near the eastern coast of Budelli.

Until recently, the Park Authority made available a series of mooring buoys that prevented the thousands of anchors dropped there from destroying poseidonia meadows.

Two years ago, under pressure from many tourist operators that didn't look kindly on private boats, buoys have disappeared and the yachtsmen have no choice but to moor very close to the shore.

Coming from East, the first cove is the first one after the pink beach. Known all over the

world, the pink beach is recognizable thanks to the presence of a terraced top that stops any boat, tenders included, from landing.

The beach lost its original pink colour a long time ago and the access ban in force for 20 years has not helped to improve the situation. The microorganisms responsible for the special colour that makes the beach famous all around the world seem not to want to come back.

If you drop the anchor in the cove next to the pink beach, you can go ashore with a tender and get the famous beach after a short walk on a wooden raised walkway.

But, above all, you can reach Mauro, the historic guardian of Budelli.

His story is incredible. Mauro got Budelli on a catamaran in 1989. For family reasons, the then guardian was forced to abandon the island and return to Genoa, so he jokingly asked Mauro: "Why don't you take my place?"

Since then, Mauro has always lived on the island and has been taking care of it for 27 years.

For some time, however, he has become an unauthorized presence. The Park Authority, indeed, wants him to leave his work and has dismissed him.

But he doesn't give up and has launched a Facebook petition to stay on the island.

Actually, his work on the island goes beyond a simple vigilance service on a piece of island that will never be pink again. He welcomes tourists, offers explanations, stories and anecdotes, picks up the trash generated by both sea and tourists and fights his fight to stay there.

If, on the contrary, you prefer to get the Knights' Beach on the northern side of Manto della Madonna, you have to sail for another hundred yards. You can drop the anchor on poseidonia or closer to the shore on a entirely sandy seabed.

This anchorage is perfectly sheltered against mistral wind and, even under wind conditions, the water is always flat.

From there, you can get Passo degli Asinelli where the water is so clear that seems white.

Still cradled by the last night, we head for Bonifacio. However, our itinerary includes a not-to-be-missed stop that often turns into a longer stop: Lavezzi Island.

The Straits are quiet and fresh mistral is expected to blow around noon.

We head for the lighthouse of Lavezzi to enter one among the most beautiful anchorages in the Mediterranean: Cala Lazzarina.

It's a small cove sheltered against mistral and winds from the first quadrant. In the event of south wind, we suggest head for Cala Chiesa or Cala Grecu on the northern side.



In the distance, you can recognize the famous pyramid of Semillante on the left of the cove entrance. Actually, it is more similar to a pagoda but it has been always known as "pyramid".

It is dedicated to the victims of first-rank frigate Semillante's shipwreck.

Semillante was a ship of the French Navy that was transporting arms and soldiers from Toulon to Crimea as reinforcements for the French Army.

She departed Toulon on February 14th 1855 in strong mistral. At 5:00 am of February 15th, she was caught in a storm and a gust of wind drove the ship into rocks on Ile Lavezzi.

695 people died and 560 of them were buried in the small cemetery of the island.

Exactly one month before, another ship of the French Navy ended up on the rocks almost without losses of life. Crew members of that ship were all repatriated and embarked on the Semilante where, just one month later, they died.

With the lighthouse of Lavezzi on the starboard side and the pyramid easily identifiable from the bow, we sail along Cala di Ghiuncu.

Opener than Cala Lazzarina, it is a good option when your destination is too crowded with boats.

After Cala Ghiuncu, we enter Cala Lazzarina. It is highly recommended to be careful and use the navigational chart (if you prefer, your map navigator, too) since the area is rich of rocks on both sides.

Once in, you can come alongside on the left and drop the anchor in three meters of water. It's a day of June, so the ideal dimension to enjoy this wonder of nature. The day gets full of dives, beach excursions and scuba dives, surrounded by fish that fear

nothing since we are in a marine reserve.

It is not uncommon for the Gendarmerie to visit this area. After dropping the anchor out of the bay, they enter with a big RIB to check papers.

Be sure that, before your sailing license, they will want to see your logbook, a document required by the Italian Navigation Code but usually poorly used by Italian boat owners. French yachtsmen, instead, give serious consideration to it to verify routes and travels. The crew list is another document they usually want to see.

The worst time to stay in this piece of heaven is between 11:00 and 17:00. Throughout the year, the cove is literally assaulted by boats coming from Sardinia and Bonifacio, full of hit-and-run tourists.

We suggest get the bay very early in the morning and go away before noon or, when weather is fine, arrive at about 18:00, drop the anchor, have a bath and enjoy a cocktail and dinner.

“What will follow will be one of the most beautiful nights of your life... regardless of your traveling companions.”

# ONLINE PILOT BOOK

## QUICK START GUIDE

di Isolaria Pacifico



## The largest pilot book is free

This summer, I'll go to Croatia. For once, a normal journey. Everyone will be there.

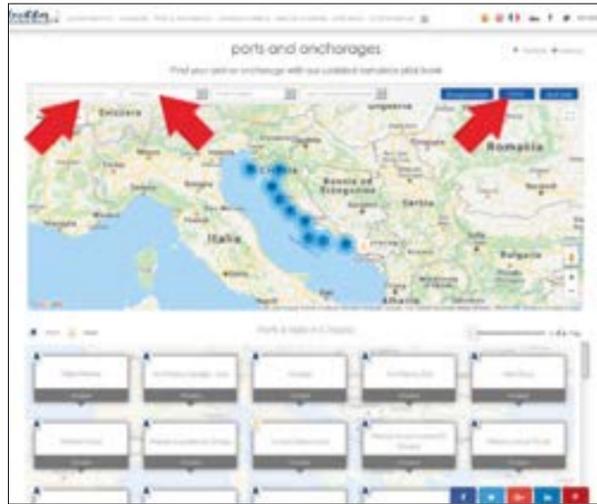
And to think that I've gone halfway round the world but I've never been there.

I've never been there and, now, I want to plan my journey as best as possible; so, I'll study my legs on the online pilot book of

[The International Yachting Media](#)

The page opens on the map of the Northern Mediterranean, where blue circlets delimit different zones while numbers indicate the ports and anchorages within that area.

These are Google maps; therefore, you can zoom in and out and switch from the map view to the satellite mode.



To search a port, you can edit the name or select a geographical area and click on the Search button

## Select a geographical area

At the top of the page, there's a search box where you can enter the location to search for and/or select a geographical area (I'm immediately distracted: Tren-tino Alto Adige... are there any ports in the Italian Dolomites?

Ah, well, there are lakes, too: Torbole, Riva del Garda.. ah, what memories! And what wind, what experiences!)

You can also select only the ports and anchorages search and look for the marinas equipped with filling station: that's very useful!

Distracted by my memories, I make my first mistake since I write "Croatia" in the "Port/Anchorage's Name" field. They're true, it is written: I have to fill the "Port/Anchorage's Name" field with the name of the marina and not with a geographical area or a city.

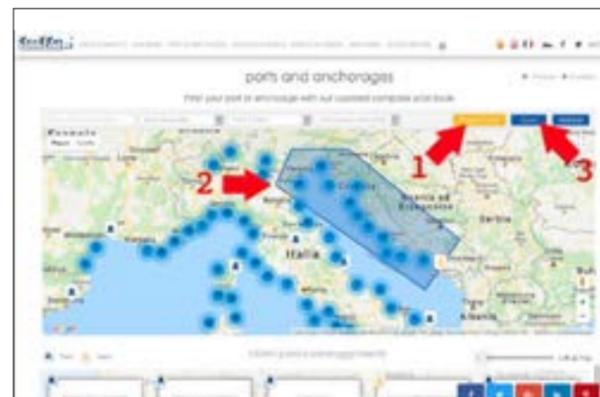
So, I select "Croatia" from the Geo-geographical Area menu, I click on the Search button and the page shows me a map with many blue circlets positioned along the Croatian coasts, with a list of all the marinas and anchorages below.

## Draw your geographical area

But wait, wait, please. I've seen a thing that is perfect for me. Next to the Search button, there's another one: "Draw the area".

In this moment, I certainly need it. Since I'm leaving from Venice and I haven't a precise itinerary yet, perhaps I might stop in Veneto, Friuli, Venezia Giulia or Slovenia.

So, I come back, I click on the "Ports and Anchorages" label in the menu at the top, I click on the "Draw the area" button and I position myself on the map: clicking (or touching, if you have a touchscreen display) on the angles of an imaginary polygon, I select a window on the Northern Adriatic. After selecting the area, I click on the Search button: blue circlets are in the polygon and, at the bottom of the page, I find a list with all the ports and anchorages available in that area.

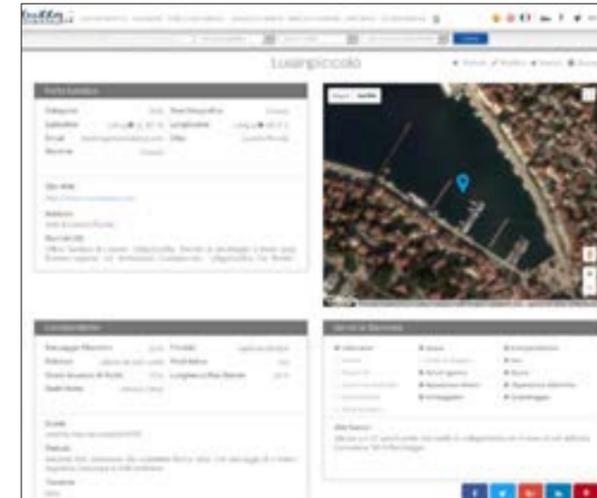


To select an area on the map, please click on the "Draw the area" button, select the angles of the polygon and click on Search

## Choose ports

I start to examine the ports I might find along my way.

For example, the port of Lussinpiccolo. By clicking on the bollard icon, I see a frame showing the name of the port. By clicking on it, a file opens.



Opening a port file, you can find out its characteristics, coordinates and services

The marine file contains all the data useful to identify it, from coordinates to telephone numbers, from postal addresses to websites.

It also contains the physical characteristics of the port (sea bottom, minimum and maximum draft, and so on), opening times and services: from mooring attendants or scuba divers to the possibility to fix failures or refuel.

The file is completed by a description of the marina and a map with satellite pictures.

If you want to book a berth by smartphone, you only have to touch the phone number, call the facility and ask for more details.

If you don't like the marina or you simply want to go elsewhere, a list shows all the anchorages available in the surroundings.

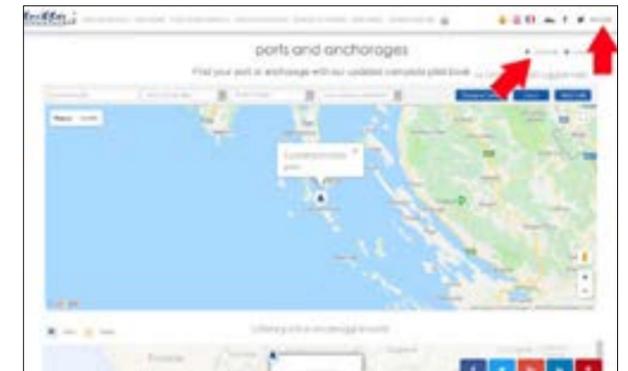
## Save Favourites

If you like a port and you want to include it in your itinerary, you can save it in your favourites folder.

You only have to click on the star on the top right and the file of the port will be added to your personal list.

While I'm at it, I examine the anchorage on the island of Unije, just a few miles away.

In addition to the map and the satellite picture, the file also informs me about the maximum and minimum draft, the quality of shelter and sea bottom and indicates other anchorages in the surroundings.



To add a port to your favourites list, click on the star. Your favourites will be saved in your personal area.

In the "Dangers" field, I read "Very crowded bay, pay close attention to anchoring maneuvers". Human danger: always the most feared one.

I save the ports and anchorages I'm interested in so that I can find them easily later.

I only need to enter my personal area and select "My Favourites".







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