

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

Contest 85CS

SEA TRIAL OF THE
CONTEST YACHTS' FLAGSHIP

SEA TRIALS

GS 80 CUSTOM

MCY 66

ABSOLUTE 62 FLY

DIVERGENCE 45

MAGAZZÙ MX-13

YACHTS PREMIERE

ZEELANDER Z72

HATTERAS GT 70

SPORT COUPÉ 56

FILIPPETTI S55

EQUIPMENT

AMARE GROUP

VENNVIND

LIFESTYLE

MESSAGE IN A BOTTLE

AUDI R8

HIGHLIGHT

ROLEX GIRAGLIA

SUPERYACHTS

BENETTI

OCEAN ALEXANDER

MAGAZZU
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HANDCRAFTED ITALIAN DREAMS



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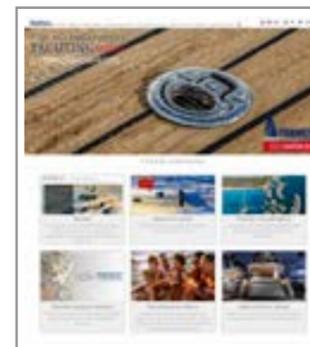
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Editorial

Publishing, yachting and the relativity of time



Time flies.

It seems like just a few weeks have passed since, in the printing house, while I was bowed on the first pages of the newborn magazine, I was filled with a great sense of expectation, and to be honest, with legitimate fear.

Yet, this morning, as if these three months had passed just in a blink of an eye, we have closed the second issue of The International Yachting Media Digest.

How strange the relativity of time is. I realize that while I leaf through the pages of the newly-closed magazine.

That feeling of escaped time disappears and, reading and looking at the past just passed, the magazine takes me back in time, offering precious moments of beauty, those that only yachting can give.

So, I find myself planing on board the Monte Carlo Yachts MCY66 while the sky and the sea of Monfalcone merge and create colours never seen before.

This is a wonderful stretch of sea.

The same that reminds me the sea trial we carried out just a few days later on board that amazing Giovanni Ceccarelli's creation that answers to the name of GS 80 Custom, the ultimate jewel by Cantieri del Pardo.

So, I go back and forth, in time and space, recollecting boats I tested and photographs I took. And it's just this combination of pictures and words that, better than any other means, freezes the moments of beauty and sea I lived as well as the emotions and sensations I felt.

A magic that only publishing makes possible.

A magic that is second only to the satisfaction that our readers can give; and the one of the previous number was really great.

The first issue of The International Yachting Media Digest was not only read by over 93,000 people around the world; it was also downloaded, saved and re-read from the computers and smartphones of its readers.

Readers who liked the idea of browsing through a magazine where pictures and words have no space limits. Where the total absence of advertising facilitates an uninterrupted complete reading of the many sea trials, the news from the salons but, also and above all, of the sections dedicated to our "how-to" articles, marine accessories and travel itineraries.

Readers that I personally want to thank for having followed us with the second issue of the magazine, with this article and with the promise that the magazine will continue this way.

Because, when reading it, time stops, expresses all its relativity and takes us back to our passions.

Luca D'Ambrosio



Zeelander Z72

ZEELANDER Z72

A FLAGSHIP IN PORSCHE STYLE

by Dario Fornarelli



During the 59th edition of **FLIBS** (Fort Lauderdale International Boat Show), the world's most important boat show, Zeelander shipyard's experts unveiled some important details about their new project.

The **Zeelander Z72**, whose launch is scheduled to take place in 2019, will be their new flagship and will not differ much from the other products of the Dutch boat manufacturer if not for her size and innovative design. In this case, too, in fact, technicians took inspiration from coupé cars and designed a stern that opens and closes as needed.

The intention of **Zeelander Yachts** was to create something innovative but with the typical hallmarks of the Z72's predecessors.

From 2002 until now, the shipyard has distinguished itself with the production of luxury boats, stylistically unique and no longer than 55 feet.

This time, however, we're dealing with a 22-meter boat that, **technologically advanced**, is **comfortable and elegant** at the same time.

Zeelander's in-house team of designers has collaborated with **Cor D. Rover**, an internationally renowned designer particularly known in the yachting world, to give the Z72 an unparalleled personality. A S-shaped deck line, a stern wider than Zeelander's previous models and more curved surfaces are only some of the main characteristics of this new recreational boat.



What was used for the creation of the Z72 is an advanced approach to design. **The future owner of the boat**, a great party person and therefore a highly friendly man, was personally involved in the development process of the yacht so that the end result could fully meet his personal needs.

The Z72 will reach a top speed of 40 knots and a cruising speed of 25. This is made possible by three **Volvo Penta IPS 1350 engines, 1,000 HP each**, which will deliver high performance.

Nothing, however, sacrifices comfort and convenience. As mentioned above, the boat has an overall length of 22 meters but the stern is retractable and fitted with a folding platform that can turn into a flush gazebo when necessary. The wide space on the deck will be the typical one of superyachts, even if the Z72 does not reach the same size.

The **sophistication and elegance of the interiors** is the one that has made Zeelander Yachts' creations famous all around the world. The designers who conceived the Z72 were really attentive to details, trying to reproduce the same atmosphere that reigns on large pleasure boats.

This is primarily true for both master and crew's apartments. The night area consists of three cabins: the master cabin in the bow and two double ones positioned in the middle of the hull in order to optimize the spaces available.

The sophisticated furniture, the huge panoramic windows and the wide living spaces will certainly make any on-board experience unforgettable.





Hatteras GT 70

HATTERAS GT 70

LUXURY AND FUNCTIONALITY FOR A CHARMING OCEAN FISHERMAN

by Marco Pinetto

After having seen her at the Miami Yacht Show, I like to think of the **Hatteras GT 70** as a boat with two souls.

The first, as you can see, is the one she shows at first sight: she is undoubtedly an elegant **convertible sporty fisherman** that, solid and sturdy, is ready to accompany the owner for long fishing excursions and tournaments.

The Hatteras GT70 is, indeed, designed to sail under all conditions and her characteristics make her capable of dealing with the most impetuous seas. The hull and deck design is therefore particular: the bow is long and very high; the front windscreen, on the central structure, is made of fiberglass (it can be seen painted in black for merely aesthetic reasons) and there are three small-sized hatches on the deck. This boat is a true marine "thank" with streamlined lines and refined teak details.

Entering the spacious cockpit, the visitor can immediately breathe a typical "fishing" air. The central fighting chair is made of a charming lacquered wood and promises to support the angler during his fights against the biggest predators of the sea.



Looking around, you can notice that the only detail added in this space, in addition to the chair and the fish boxes, is a slightly raised sofa positioned forward, which suggests how the whole cockpit is for the exclusive use of anglers.

The main steering console is located at the center of the flybridge, on the first level of the bunk structure. This environment, despite being open laterally, can turn into a closed space thanks to the sturdy windowed clothes that are hinged to the side structures.

The helm station is equipped with four large screens to display the data that, useful for both navigation and fishing, come from on-board electronic equipment. Above it, two huge electrically-operated reels are recessed into the ceiling to support the recovery of big preys. The three elegant seats positioned behind the steering console are comfortable and very high and guarantee an excellent 360-degree view even if, with my stature that is not of the high ones, I was obliged to stretch my neck to see the bow of the yacht well.

The console is enveloped by a long U-shaped seat designed to seat the guests who are not engaged in the fishing activities and who can benefit from the many ice boxes available to have a fresh drink.

For all those who appreciate a more comfortable and less sporty version, the shipyard offers an option with a structurally closed flybridge and the deck house positioned in the forward section of the upper deck.

In both versions, an additional deck house is equipped at the top of the "castle" to provide the helmsman with a privileged position from which to steer when fighting or spotting his preys.



Entering within the boat, you can discover its second, hidden soul.

“...you find yourself instantly projected into a sophisticated luxury environment...”

A comfortable kingdom made up of fine materials in classic style, perfect for accommodating the owner's fishing trophies posted on the walls.

The dinette is accessible from the cockpit through an automated opening watertight door. On the left, there is a fully-equipped galley with an island whose surface is embellished with colourful minerals and an extraordinary combination of lights and colours. On the right, instead, there are two tables. The forward one, raised from the walkway and of a trapezoidal shape, is designed for having lunch while the aft one, low and surrounded by elegant seating, is useful to relax.

Going down into the lower deck, through a slightly helical staircase, you enter the night area.

The latter consists of five cabins, all immersed in a home-inspired environment with high-quality finishes and refined decorated and lacquered wood details. The cabins are connected by a central corridor that is slightly curved to enlarge the space of the master cabin.

Two cabins – the VIP forward one and the master one on the right side (really comfortable) – are equipped with a double bed while the others are furnished with bunk beds. The boat has four bathrooms in total, one of which is shared by the two cabins in the stern. The other three cabins, instead, have their own private bathroom. More specifically, the wide bathroom of the

master cabin deserves a special mention thanks to the fascinating shower box that is equipped with marble walls and details.

We have perceived the connection between the different faces of this yacht as soon as we entered its huge engine room.

Here, real and reactive “steel muscles” are housed in a functional environment that is so large and well organized that it shows an unusually “immaculate” elegance.

“...A comfortable kingdom made up of fine materials in classic style, perfect for accommodating the owner’s fishing trophies posted on the walls...”

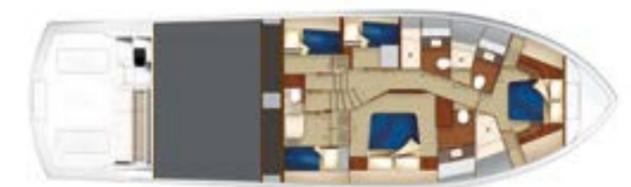
Inside the engine room, in fact, there are two impressive **Twin Cat C-32 A** diesel engines, 1,825 HP each, combined with over-sized systems, including two 21.5 Kw generators.

The Hatteras GT 70 is certainly a yacht aimed at the market of wealthy American anglers. Unlike many other models available on the market, the functionality and sturdiness of the exteriors, oriented almost exclusively to comfort during fishing, in fact, take precedence over passengers’ needs. Here, passengers’ comfort is a prerogative of the interiors and the real luxury, in addition to the one visible in the finishes, is that to be able to afford a boat like this.



Technical Specs

LOA	21.49 m
Max Beam	6.5 m
Standard Engine Package	Twin CAT C-32 a diesel 1,825 HP
Draft	1.53 m
Fuel Tank Capacity	8,101 L
Water Tank Capacity	1,249 L
Generators	2 x 21.5 kw
Weight	54,431 Kg





Rio Yachts Sport Coupé 56

RIO YACHTS SPORT COUPÉ 56

THE LAST SPORT BOAT
FROM RIO YACHTS IS HERE

by Marco Pinetto

Shipyard introduces a new boat within the range of models between 50 and 60 feet in length: the **Sport Coupé 56**. The first and newly launched unit is destined for an American client.

With a completely new hull designed by Rio Yachts' in-house design compartment, this yacht shows the best in terms of technique, aesthetics, comfort and innovation. All elements that have determined to the success of **Rio Yachts'** previous models.

The technological materials used for the construction of the boat structure and the refined one adopted for interiors represent a combination of owner-oriented technology and elegance.

The engine option provided consists of **twin MAN 16 engines, 800HP each**, that are expected to deliver a top speed of 35 knots and a cruising speed of 30.

The Sport Coupé 56 is a yacht where interiors and exteriors are connected and communicate with each other. The cockpit and the dinette are divided by a door that can be totally opened to create a single living space.



When even the hard top and the side glass windows are open, passengers can enjoy a open airy space that makes gets Coupe closer to the concept of open boat. The possibilities of use of this boat therefore adapt to every season.

Designed by **Marino Alfani** , interiors are enriched by refined finishes, including high-quality fabrics and details showing a

strong Made in Italy character. The interior layout envisages different options with two or three cabins and two bathrooms. The master cabin is full-beam and positioned amidships. The **aft garage** can also be used as a crew cabin.

Noteworthy is the dinette equipped with a large sofa, glass tables, pop-up tv and double **helm station by Besenzoni**. The



latter, thanks to a wide windshield that offers excellent view, ensures ease of handling as well as a privileged steering position.

“ The Sport Coupé 56 is a yacht where interiors and exteriors are connected and communicate with each other. ”

As far as materials are concerned, Rio Yachts offers numerous options to customize the interiors of the Sport Coupé 56, always with the support of the expert team of the shipyard.





Technical Specs

Length	17.55 m
Beam	4.65 m
Draft	0.76 m
Engines	MAN I6 – 800 2x800 HP
Dry Weight approx	25,000 kg
Passenger Capacity	16 people
Fuel Tank Capacity	2,250 l
Gray Water Tank Capacity	380 l
Fresh Water Tank Capacity	740 l
Berths	6+1
Bathrooms	2+1
CE Category	B





Filippetti S55

FILIPPETTI S55

THE RENAISSANCE OF SPORTS COUPES

by Luca D'Ambrosio

In the Filippetti S55, the “S” before the number is not a product of chance but stands for “Sport” as befits a yacht that promises to reach speeds close to 50 knots.

If, moreover, the yacht is introduced by Fausto Filippetti, co-founder of Pershing, and Davide Cipriani of CentrostileDesign, then we are expected to perk up our ears because the news is undoubtedly important.

This is why, during the [Miami Yachts Show](#), we didn't hesitate and climbed on board this boat.

First contact with the Filippetti S55

The Filippetti S55 certainly doesn't lack of personality. There is no doubt, she is a sports coupe whose gutsy lines leave no room for interpretations. But there's something more in this yacht, something that distinguishes it, making it unique and particular.

I walk on the jetty to find a different angle, I stop, I observe and, finally, I understand.

[CentrostileDesign](#) has successfully introduced, within a modern innovative design, clever details that are reminiscent of a glorious past and that mark the lines of a design intended to stay contemporary for ever.





And it's in this form of "neoclassicism" that the Filippetti S55 finds her own dimension and perfectly combines power and elegance, dynamism and luxury.

A style that is light years away from the "baroque" excessive design that, unfortunately, can be found on board some sports boats available on the market today.

Sleek lines and a clever play of lights and shadows, enhanced by the colour of windows, contribute to maximize the effect generated by the powerful bow lines, accompanying the visitor to the discover of a simply adorable boat.

The interiors of the Filippetti S55

The border between inside and outside is pleasantly ephemeral in this Coupe. Davide Cipriani has managed to design a convertible space that, when closed, allows to air condition interiors while, when open, offers the same view and spaces than a large seafront penthouse.

This way, the two large living rooms become one with each other and create a huge area that stretches from the pilot station to the large aft sunbathing platform, enabling an elegant refined environment where to have a cocktail at sunset or a big party.

It's a clean linear style what characterizes the design of all the interiors of this yacht.

Wood essences with delicate shades match the cream white leather of sofas, the refined parts of furniture and all yacht ceilings.

The result is an extraordinary visual impact. Just a touch of blue with a few furnishing



accessories and the yacht can reach unexpected tops of sophistication for a sports boat like this.

Below deck, a large hallway accommodates a L-shaped galley that is able to fully meet guests' needs. This space gives access to the three cabins envisaged by this version of the Filippetti S55.

The full-beam Master Cabin uses all the 4.64 meters of width to offer a huge exclusive refined environment. Here, lights, mirrors and windows play with each other to expand the natural borders of this environment that, cleverly designed, finds in this position the ideal place for the owner's suite.

The VIP Cabin is positioned aft, equipped with a queen-sized bed with two couples of steps on each side that, if on one side

they emphasize it, on the other side they facilitate the access.

The night area is completed by a double cabin with bunk beds that, positioned next to the galley, can also function as a crew cabin or an additional cabin for children that will certainly fight over the upper bed.

“...It's a clean linear style what characterizes the design of all the interiors of this yacht...”





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The engine options of the Filippetti S55

As the rest of the yacht, engine type, too, is customizable.

For the most peaceful owners that don't want to renounce IPS, the shipyard offers a version fitted with twin Volvo Penta D13 -IPS 1200, 900 HP each.

This option, in addition to significantly reducing speed, also brings draft to 1.72 meters.

It would be a bit like buying a Ferrari and then installing a Prius' engine...

For those who, instead, have really understood the spirit of this yacht, a version with twin Man V8 1200 engines is available. The latter deliver 1,200 HP each for a top speed of almost 50 knots.

The 600 HP more of this version also include an Arneson package with bow thrusters that, in addition to significantly reducing friction, also reduces draft to a little more than one meter.

In short, it would be like enjoying speed, admiring the unmistakable amazing column of water aft and having the possibility to drop the anchor where water colours turn clearer.

Because, in our opinion, this is the true essence of a Filippetti S55.

“...Filippetti S55 finds her own dimension and perfectly combines power and elegance, dynamism and luxury...”



Technical Specs

Overall length	17.38 m	Draft with IPS	1.72 m
Hull length	16.76 m	Draft with ASD	1.20 m
Length at water line	13 m	Displacement (unladen)	24 t
Maximum beam	4.64 m	Displacement (fully laden)	28 t
Construction Material	Fiberglass	Fuel Tank Capacity	2,700 l
Hull	Planing	Water Tank Capacity	700 l
Engines	IPS: 2 x Volvo Penta IPS 1200	Range	IPS: 315 nm
ASD: 2 x MAN V8 1200	ASD: 270 nm		
Engine Power	IPS: 900 hp	Top speed	IPS: 34 knots
ASD: 1200 hp	ASD: 47 knots		
Propulsion	IPS	Cruising Speed	IPS: 31 knots
Arneson Surface Drive	ASD: 40 knots		
Generator	1 x 11 kW	Cabins	3
Stabilization system	Optional	Heads	2
Homologation and Category	RINA CE-A	Exterior design	Filippetti Yacht & Davide Cipriani

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PRESENTS



ROLEX GIRAGLIA

A HISTORY OF SAILING - THE DOCUFILM

by Luca D'Ambrosio

A history of sailing : inside the Rolex Giraglia offshore race 2019

Joining the Rolex Giraglia is much more than taking part in a sailing competition.

This is well known by boat owners who, year after year, want to continue to breathe its exciting atmosphere. This is well known by crews who literally compete with each other to be invited on board one of the many boats taking part in the race. And this is well known even by the sailing professionals who inevitably put the “queen of the Mediterranean” at the top of their list of preferences.

When, as the case of this edition, it is windy and the finish line is in Monte Carlo, then



© The International Yachting Media

the charm of the Rolex Giraglia achieves extraordinary heights.

These emotions and satisfactions are usually reversed for participants and, only partially, despite the incredible number of media forces deployed by the organizers, involve the boat owners and crews that haven't joined the race yet.

That's exactly why **The International Yachting Media** has decided to make a docufilm that, shot during the race, could return to the viewers the pictures of the competition directly from within it.

A docufilm **The International Yachting Media** that could tell not only the images, always amazing, of the competition but also the atmosphere of the start from **Saint Tropez**, crews' emotions, the joy of the arrival and the spectacular party in **Monte Carlo**.

A docufilm that, through the voices of key players, could tell the noble reasons that led to the birth of the **Rolex Giraglia** as well as the massive work of the yacht clubs that guarantee a perfect organization for what is one of the most popular races in the Mediterranean.

The 67th Rolex Giraglia has, indeed, registered a record number of participants. 297 sailboats have taken part in it and, I assure you, seeing them departing from the start line all together, and in a matter of



© The International Yachting Media

minutes, is an indescribable emotion.

An emotion that, after passing the Cape of Saint-Tropez, became even stronger, fed by a 30-knot south-west wind that characterized one among the most beautiful close-hauled moments of my life. After this amazing experience, we sailed on a beam reach for a total of 220 miles that could not have been more perfect.

The arrival in Monte Carlo, the impeccable organization and the seafaring spirit shown by the crews in the fourth and fifth tier at any time of night and day seal with the adjective "unforgettable" the end of a unique experience.

An experience that we want to tell you with the pictures of our reportage "**A History of Sailing – Inside the Rolex Giraglia offshore race 2019**".

Enjoy it!

Special thanks to:

BeISails – Millennium Technology Center

Rolex

Rolex Italia

Raymarine

Quick Nautical Equipment

VennVind

Société Nautique de Saint-Tropez

Yacht Club de France

Yacht Club de Monaco

Yacht Club Italiano

Yacht Club Sanremo

EFFECTS OF SEAFARING LIFE ON BODY AND SPIRIT

HISTORY AND YACHTING CULTURE

by Gennaro Coretti



“ Since sailors, and crews in particular, live in conditions and habits that are different from the rest of society, it happens that their intellectual faculties and physical condition receive changes that make them take on a particular distinct character. ”

This is how **Dr. Antonio Felice Giacich di Fiume** describes the “**effects of seafaring life on the body and the spirit**”.

The style and the language used suggest a far-off era and, indeed, the book dates back to 1854 when this **Istrian doctor, professor of “naval hygiene” decided to outline a psycho-physical profile, as we would say today, of the sailors of his time.**

A description that is probably more romantic

than scientific but that perfectly adapts to all sea enthusiasts still today.

Giacich referred to professional sailors and certainly not to yachtsmen but, reading it a century and half later, I've found in its notes the seed of that diversity that distinguishes those who love go to sea from the others.

How often the “others” say that we are “obsessed” because we never miss the opportunity to talk about boats, sea, navigation and, in the words of Giacich,

“ sailors don't like to establish new cultural relations with those who are foreign to their own sphere, preferring the matters and defects of their own profession; only rarely, they diverge from these in their inclinations and researches. ”

This means that **sailors are culturally monotonous** and reject any interest in what has no connection with the sea.

The Istrian professor, who worked and wrote for the legendary Austrian Lloyd of Trieste, also shows that sailors cultivate, more than anyone else, the love of country because, always exile in the world, they better cultivate a love for their family ties and their

own country and “often face moral evils, such as melancholy and longing”.

Weaker in their feelings, sailors are however strong when dealing with troubles since they are often involved in the “alternation of cases of prosperous and adverse fortune” and **are therefore able to overcome dangers and disasters with particular willpower.**

This romantic generalization has been passed down to the present day and is used by all those who spend their time more on the quay than at sea: they think that one boat and some sailor clothes are enough to be part of the world of brave captains.

If self-styled skippers had read Antonio Felice Giacich, they would get relief from the exciting theories that this 19th-century doctor formulated on the physical state of sailors.

People usually content to be tanned to show their beauty and good health but the professor of naval hygiene overlooks aesthetics and prefers more concrete matters. ” ”.

“ The kind of life you live at sea does not just change the moral character of sailors but also affects the complexion of their body. ”

Modern charter companies could transform his treatise into countless advertising spots when the author says that: “ Not a few of them, frail and weak at first, are reinvigorated after the first afflictions, as they had changed their nature and shape”. Today, this promise becomes remarkable: sailing makes you healthy and strong!

Nothing new, I've always said and thought so. Fair wind!





Sea trial
Contest 85CS

Contest 85CS

SEA TRIAL OF THE CONTEST YACHTS' FLAGSHIP

by Luca D'Ambrosio

The Contest 85CS we're about to sea trial is a very particular maxi yacht. Contest Yachts, indeed, has built her on the basis of the specifications provided by Alessio Cannoni, the famous and experienced captain who, after a sudden keel fall while sailing on board an Oyster 825, managed to rescue himself and his crew.

It is, therefore, no coincidence that Alessio and his shipowner turned to what is probably one among the best shipyards in the world to build their new sail-powered maxi yacht. You'll understand that we were really eager to climb on board this boat that, in addition to being beautiful and fast, was also built by Contest Yachts with the highest safety standards available on the market today.

In short, just like all the other Contest yachts, this, too, is a unique boat.

CONTEST 85CS SEA TRIAL

Prelude

This is already clear from the sky that it will be a big day, the wind is strong and gusty, as is often the case in the Gulf of Follonica.

Because of her size, the Contest 85CS is waiting for us, docked at the jetty situated in the inner breakwater. This area of the Marina of Scarlino, indeed, hosts many among the most beautiful maxi yachts currently in the



water and the Polina Star IV, which is the object of our test, is certainly no exception.

The team deployed by Contest Yachts for the construction of its flagship is a remarkable one. The design department of the shipyard, in fact, was assisted by the historical collaboration with Judel Vrolijk & Co. for hull, sail plan and exterior design while Wetzels Brown Partners handled the interior design.

The result is a luxury and sporty blue water cruiser that feels perfectly comfortable both when traveling the world at double-digit speed and during the elegant glamorous events that can be held in the huge cockpit.

Designed to sail with a really small crew on board, the Contest 85CS is equipped with many useful servomechanisms for easier handling. This feature becomes immediately clear when, without any difficulty and thanks to the dual pop-up propellers, we leave a very complex berth with the wind abeam.

At the wheel

As soon as we leave the port, we hoist the mainsail and unroll the jib. The wind is blowing at less than 10 knots and the Polina Star heels and goes while the GPS rattles off increasingly higher numbers.

The flagship is pretty good with such wind conditions. Alessio smiles at me and I seize the occasion to bombard him with questions. He tells me that the owner likes sailing very much and that, with a true wind of 5-6 knots, the boat can sail at wind speed. And, indeed, even though we are not using any drifter or gennaker, the yacht is running at more than 7 knots.

At this speed, we take just a few minutes to exit the sheltered zone near the port. Out at sea, the colour of the sea gets darker and the wind turns fresh. The anemometer shows a



16/17-knot true wind while the Contest 85CS heels over and accelerates quickly.

We go on sailing at a speed between 11 and 12 knots while the apparent wind is blowing at over 20 knots and the boat is definitively heeled.

Yet, on board the Contest 85CS, everything is quiet, balanced and stable. The feeling of seaworthiness and safety conveyed by this boat is impressive. The wheel, while suggesting that the boat is overpowered, is always efficient and, despite the overall dimensions of the boat, is surprisingly responsive.

The wind gets stronger and we want to sail close-hauled. So, it's time to trim the mainsail and replace the jib with the forestaysail.

The two crew members perform all the maneuvers without ever starting the engine, with embarrassing ease and zero effort.

The hydraulic winches are positioned exactly where they should be and servomechanisms perform very well. In a blink of an eye, we have recovered 10 degrees of listing; the Polina Star thanks, accelerates and we finally start to sail close to the wind.

We sail close-hauled at 30-degree on the apparent wind that, under such wind and sea conditions, are not few. However, the Contest 85CS does not slow down and goes on running at a speed of over 10 knots.

Finally, between 20 and 25 degrees, the boat starts to satisfy the principles of physics and slows down a little. We are sailing at 8.7 knots but it's like running on rails.

We tack without losing speed. I bear away a little and the speed increases immediately: between 50 and 60 degrees, the boat runs



at about 12 knots. I bear away again and the speed, despite keeping its dual digit, starts to decrease.

Yes, I know, I'm testing a blue water cruiser and I should not steer like I was on a racer but I'm having too much fun and I can't stop.

The sea is rough and crossing the waves is exciting; the view from the upwind side is perfect, the Polina Star is about to break the sound barrier and everyone on board is smiling.

What a boat, guys, what a boat...!

Underway

After leaving the wheel reluctantly, I start to walk around the boat while some journalists of other magazines alternate at the wheel and the Contest 85CS goes on covering miles at the speed of light.

The boat is heeled but I can move in total safety and quite easily up and down the huge cockpit and the enormous teak surface leading to the stern. On the deck, circulation is facilitated by an incredible number of handholds that magically materialize every time I reach out at the end of every single step.

I go down to the lower deck and, despite sea conditions and speed, silence welcomes me. Everything is incredibly silent, with no creaking or squeaking. Even the noise produced by the hull gliding on the water is not audible. The expertise of Contest Yachts' shipwrights and the particular building technique used are literally unparalleled.

I come back to the deck and I sit on the downwind side, in the cockpit. The semi-raised saloon and the spray hood offer total wind protection and I start to write sentences

like I was at home, in my living room.

The word "stability" is an understatement on board this maxi yacht that sails at an always optimal, never exaggerate heeling angle. Side-decks, bow, stern and walkways are always comfortable and safe.

Contest 85CS : conclusions

The new flagship of the Contest Yachts' fleet is always able to sum up the essence of this legendary shipyard. These sailboats are always uncompromised, fast, seaworthy, extremely elegant and superbly designed to fully meet their experienced owners' needs.

The Polina Star is a clear example of that and she is literally designed around her owner and captain's needs, with very high comfort and safety standards.

This is witnessed, for example, by the special power equipment that makes it possible for the boat to navigate under sail for hours while supporting all maneuvers and sail trimming. Independent and separated from any other system, a diesel-powered dewatering pump can deal with considerable water intakes. Watermakers and generators are redundant while batteries, independent and raised, deliver power to systems even when the boat is flooded.

All these systems, and I can list many other ones, perfectly coexist with the soul of this Contest 85CS that not only does not lose a tenth of knot when sailing but also continues to show off unparalleled class and elegance.

Performances and easy handling make this boat a real "fast blue water cruiser" and, believe me, there are only a few boats like this.



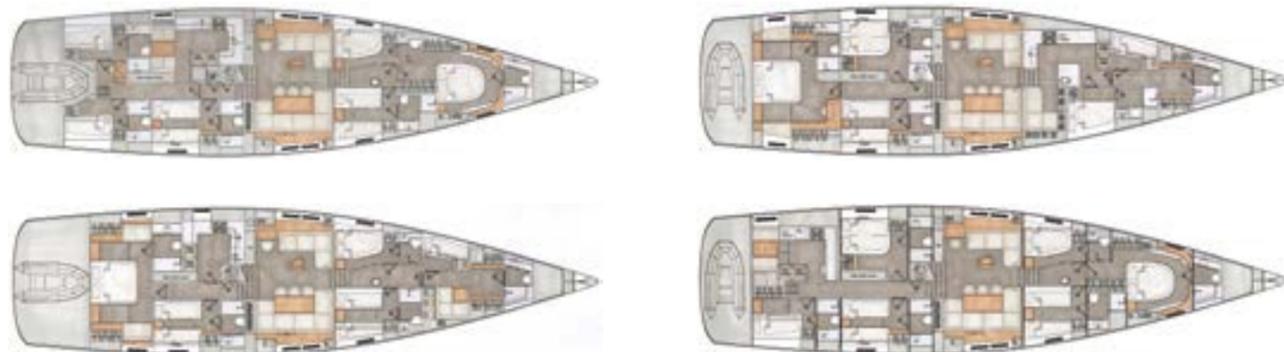
Contest 85CS - Performances under sail

TWS	AWA	Boat speed
15	25	8,7
16	30	10,4
17	40	11
17	50	11,6
19	60	12,1
17	70	11,3
17	80	10,8
17	90	10,1
15	100	9,1
15	120	8,2
13	140	7,8

Test conditions: cloudy sky; true wind from 15 to 20 knots; rough sea; 12 passengers on board; fuel tank 50%; water 30%.

Technical Specs

Length overall	25.82m	84.71ft
Length overall including bowsprit	26.78m	87.86ft
Length waterline	23.17m	76.02ft
Maximum beam	6.40m	21ft
Draft standard keel	3.79m	12.43ft
Draft shallow keel (optional)	3.28m	10.76ft
Ballast standard keel	18,500kg	40,785lb
Ballast shallow keel	12,000kg	26,455lb
Fuel tank	2,500lt	549.92imp. gal
Water tank	1,500lt	329.95imp. gal
Engine, Volvo Penta	194kW	264hp



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Contest Yachts: Building technology

Taking about construction in the same way as any other boat would be simplistic when it comes to a Contest yacht. For over 50 years, indeed, this shipyard has been building very high-quality standards and materials boats.

This is why, the shipyard combines technologically advanced building techniques, like the Conyplex vacuum infusion system®, and artisanal processing of the structural parts, where the shipwrights' expertise is unquestionable.

A clear example of this comes from furnishings that are not only masterfully designed but are also positioned with extreme precision and a kind of care that is not afraid of the passing of time.

The teak deck is a masterpiece and, made with a particular technique, leaves a

predominantly aesthetic function to the seam. It is dry built and subsequently glued under vacuum on the deck. The result is simply incomparable to any other technique used.

The construction of the hull deserves a separate chapter. The famous vacuum infusion system patented by Conyplex, in a process that lasts for 24 hours, eliminates the air completely and reduces the percentage of resin by 30%, with a clear benefit in terms of weight and sturdiness, since it is the fiber that gives strength to the hull.

The use of insulating materials used substantially everywhere gives all the boats a soundproofing and insulation level that must be tried to fully understand its countless advantages.

The combination of these two techniques results into boats that are exceptionally rigid, comfortable and practically free from any osmotic phenomena.



Sea trial
GS 80 Custom

GS 80 CUSTOM

THE NEW CANTIERE DEL PARDO MAXI YACHT SEA TRIAL

by Luca D'Ambrosio

Here's how Cantiere del Pardo inaugurates the "Grand Soleil Custom line"

It's called GS 80 Custom and it's the very first of a new series of boats that Cantiere del Pardo wanted to offer its owners a high level, custom and semi custom yachts, up to eighty feet in length.

Able to amaze by introducing superbly beautiful boats, when this shipyard launches a new line of boats, it literally shakes the market.

On the other hand, all you need to do is to look at the latest creation to understand that, once again, a winning shot was scored.

Beautiful, sexy and overbearing, the GS 80 Custom comes from the hands of a Giovanni Ceccarelli at its highest levels, capable of tracing pure and linear lines that manage to be simultaneously soft and aggressive, sinuous and essential.

Delightful is the wale which, blunt in its first third manages, at the same time, to refine the powerful scimitar bow and to embellish the widening of a maximum beam that, very advanced, reaches six meters and a half determining a real category record.



Perhaps this is why a large crowd of journalists, coming from all over the world, crowds the boat to take part in its inaugural trial.

The GS 80 Custom sea trial

The GS 80 Custom comes easily out from the complicated mooring to which she was bound. It is the owner himself who is maneuvering and, with a few clever strokes to the retractable bow and stern thrusters, we're out in a flash. This maxi yacht can literally evolve on itself.

As soon as we're outside we head into the wind, with the third gear of the electric winches located at the base of the mast, the main goes ashore quickly. We bear away, shut down the engine and, even before "unrolling" the self tacking jib, the boat lean on the left side and speeds up at almost six knots while blowing **8 knots of real wind**.

The self tacking jib is extracted, trimmed and, immediately, the **GS 80 Custom** accelerates creating its apparent wind.

At 28 ° from the wind we are sailing at 8.3 knots of speed while a crowd of people, far from being disposed where they should to facilitate the situation, suddenly falls silent and looks at the instruments.

I meet Giovanni Ceccarelli's sight, we smile each other, we don't need any words to comment on the satisfaction of the moment. Unbelievable how, despite the almost three additional tons of people on board, this maxi yacht can easily slide on the water, **at wind speed, only with the mainsail and the self-tacking jib**.

I close my eyes and imagine the deserted boat, the owner at the helm and his wife lying on the leeward couch.

The large central winch is within reach to discharge the main if the wind increase. In these conditions this yacht tack without touching a button.

This 80 foot is skippered with the ease of a 50' and has the performance of a racer.

Giovanni takes me close to the must and explains to me that we are sailing in the cruise setting. He shows me the rails for the 105% genoa that is used to switch the GS 80 Custom to the race configuration, and it's easy to think of how much the performances can increase with this configuration.

The true wind drops to 4/5 knots and **Paolo Semeraro, great sailor and Project Manager of this maxi yacht**, decides to hoist the rolling drifter.

The sail is trimmed and the magic happens again. The boat restarts and accelerates up to **7.2 knots of speed while the instruments mark 5.2 knots of real wind, at 38 ° of AWA**.

Paolo leaves me the wheel and moves to trim the sails. The wheel is direct and precise, retransmitting route variations millimetrically.

The boat is reactive, sincere, this GS 80 may be helmed literally with two fingers.

The wind drops again, but this yacht does not really want to stop, **with three knots of real wind we still make four knots of speed**.

Yesterday afternoon there was more wind and the owner, given the conditions, went out to sail. Luck wanted us to be out for the GS 48 Performance test too, so, right





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when we were reaching the nine knots, in a fantastic close hauled sailing, we saw her arrive from our stern, take us on, easily passing us from leeward.

While the drone was flying we recorded the scene and, I confess, I felt a thread of envy in seeing this maxi yacht while sailing heeled over, easily reaching double-digit speeds.

Then the wind leaves us completely and it is time to return to the mooring.

We enter the harbor and, instantly, life on the quay stops.

Everyone's eyes turn in our direction while the GS 80 Custom evolves elegantly going to her berth at the central pier. Because this maxi is not only fast, she is also irrefutably beautiful.

GS 80 Custom by Cantiere del Pardo description

Entirely carbon fiber built, the GS 80 Custom by **Cantiere del Pardo** is furnished with the best rigging and deck equipment available on the market today. All the interiors were built with lightweight material and then covered with the best woods and leathers.

Capable to embark a jet tender of almost four meters in its garage, the stern of this maxi yacht is the presentation of a yacht able to simultaneously express power and elegance.

The design of the main deck it's simply a masterpiece. Giovanni Ceccarelli succeeded in creating a perspective that, while on the one hand enhances the concept of flush

deck, on the other it hosts all the features that a big sailing yacht must have to navigate in complete safety.

Giovanni has managed not only to chisel a "safe area" where guests can comfortably enjoy sailing, sheltered from sheets and halyards, but he has also created a real dual circulation on board, which makes this area isolated but subjugated by the crew through the hatch which, ingeniously, has positioned aft of the large central table.

Double circulation that, usually reserved for superyachts, in this GS 80 Custom of Cantiere del Pardo, we also find in the lower deck where, again masterfully, is the kitchen to act as a pivot environment. Also accessible from the owner, once closed, it defines the actual crew quarters that, with independent entrances, revolve around a



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huge chart and work table, and occupy the entire stern.

Going down the stairs, ahead from the guest cockpit, you go down into the saloon and, at the same time, you remain speechless. It is a very high level of finishes that characterizes this boat.



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Positioned in the bow, it uses an ingenious and innovative design to position a center king-size bed on the left side of the boat.

This trick succeeds in synthesizing the advantages of a central bed and those of a bulkwark bed in a single solution.

The result is an enormous bed which, accessible from both sides, leaves room for the cabin and the corridor leading to the en suite bathroom which, on their own, develop in the equivalent space of an entire normal cabin.

Equipped with double sinks and a huge shower enclosure, they are made, as indeed is the rest of this maxi yacht, with care and refinement that are not afraid of comparison.

Conclusions

The new GS 80 Custom di Cantiere del Pardo it's destined to change market rules.

Able to compete on an equal footing with the best and most luxurious international shipyards, this yacht unequivocally succeeds in being both a luxurious cruiser and, at the same time, a formidable racer.

Created to be completely customized, this maxi yacht is the object of desire of all those boat-owners that would like to find a compromise between family and racing and, with this yacht, resolve the problem not only without any sacrifice, but instead maximizing both experiences.



Precious essences and a fairytale floor trigger a game of light and dark that pushes the boundaries of this already immense area beyond the physical ones.

A design that simultaneously succeeds in being splendid and that evok the spirit of a real sailboat.

Proof of this are the numerous handrails that, cleverly concealed, are there exactly where they should be while sailing.

The corridor leading to the bow opens, along its path, to two cabins that bring to 8 the number of guests that this GS 80 Custom can take on a cruise. But it's only by opening the last door that you can reach the Master Cabin, the undisputed owner's realm.

Technical Specs

Modello	Model	GS 80 Custom – 01	
Architetto navale	Naval architect	Ceccarelli Yacht Design	
Csotruttore	Shipyard	Ceccarelli Yacht Design	
Categoria di navigazione	CE A Ocean	CE A Ocean	
LFT	LOA	25,95 mt	85,13 ft
Lunghezza scafo	Hull lenght	23,99 mt	78,70 ft
Lunghezza al galleggiamento	LWL	21,95 mt	72,01 ft
Baglio massimo	Max beam	6,49 mt	21,29 ft
Pescaggio	Draft	4,45 mt	14,60 ft
Dislocamento	Displacement	35.000 Kg	77.162 lb
Zavorra	Keel	12.050 Kg	26.566 lb
Motore	Engine	260 Hp	191 kW
Serbatoio carburante	Fuel tank	1.500 lt	330 gal
Serbatoio acqua	Water tank	1.500 lt	330 gal
Superficie velica di bolina	Upwind sail area	325 mq	3498 square ft





Sea trial
Monte Carlo Yachts
MCY 66

MONTE CARLO YACHTS

MCY 66



SEA TRIAL

by Luca D'Ambrosio

Climbing on board the brand-new Monte Carlo Yachts MCY 66 with her designer is an unmissable opportunity. The presence of Dan Lenard enables us to fully understand the many peculiarities that this yacht encapsulates and that, because of its beauty, would risk being overshadowed.

The first of these characteristics – excuse the venality of my statement – is related to the value for money of this yacht that, built with extreme care and qualities that are typical of superyachts only, is offered for sale at a price inexplicably aligned with the rest of the market.

All this is made possible by an innovative construction technique for which Monte Carlo Yachts has created the whole production site from scratch and that combines automation, customization capabilities, technologies and use of valuable materials.

This unique method results into extraordinary boats that, despite the constant search for a refined understatement, cannot hide an important building superiority.

An understatement that becomes more evident in the introduction of the three new models – the **MCY 66**, the **MCY 70** and the **MCY 76** – that, despite being



completely new, retain the same name of their predecessors, offering a precious and refined continuity of image.

Monte Carlo Yachts MCY 66 Sea Trial

An enchanting lagoon landscape accompanies our outing on board the MCY 66. The yacht cuts through the calm water gently while we sail the channel that will lead us into the open sea. There are eleven passengers on board, really many, but, as soon as we close the sliding door that divides the salon from the cockpit, everyone can easily find his place to sit.

Soundproofing is excellent, the noise of the twin Man V8 1200 HP engines is barely audible while we sail at a displacement speed of about 10 knots. The construction of the structure is equally good, as demonstrated by the total absence of vibrations that, especially at intermediated speeds, usually affects many other boats.

This 20-meter yacht sails firmly and safely; the Nuvolari Lenard studio has made no compromises in designing it. Moreover, its behaviour is definitively seaworthy even now that we're sailing in a strong wind that hits the boat on its side.

I climb on the flybridge and get controls. These weather conditions are perfect to test the most exposed driving position. However, despite blasts, the deck of the MCY 66 remains totally dry and protected from water sprays. The flared shape of the bow, made exactly as every bow should be, reflects water flows without exception.

I put my hands on the electronic throttles – Aventics-branded of course – and start to accelerate slowly. I love this soft and precise



control system since it allows me to perfectly measure out the great power that the Man V8 engines deliver without hesitation.

I get the Monte Carlo Yachts MCY 66 on plane at 12 knots and the hull immediately gets rid of friction and starts to slide on the water without ever changing its trim. I push throttles a little forward and I find myself sailing at 15 knots at just 1,500 rpm with a substantially perfect trim.

These are precious speeds that not all boats can reach. Sailing between 12 and 16 knots in rough sea is very important. You can enjoy the best comfort, adjusting the speed to sail “with waves” if you are sailing in a following sea and, vice versa, without crashing into waves if you are sailing in a head sea.

I speed up and, at 2,000 rpm, I reach little less than 25 knots, which is another important speed that, at a low rpm, allows fast transfers without sacrificing the navigation comfort that, albeit at this speed, continues to be perfect on board the Monte Carlo Yachts MCY 66.

Without slowing down, I perform a series of tight turns. Yes, I know, a flybridge is not

made for this, I shouldn't do that but.... but this fly allows it, so I turn and accelerate again.

Totally unaware of her 20 meters and 40 tons at full charge, the MCY 66 heels and moves within a very tight turn radius. I keep my turning radius until we reach our own wake and, despite the dimensions of



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waves, the yacht cuts through them without any shocks.

I straighten the rudder and push throttles all down. We reach little more than 31 knots very quickly, I adjust flaps and the yacht accelerates until it reaches the considerable speed of 33.7 knots at 2,380 rpm.

I let the other journalists take the controls and I go down to the main deck and then to the night area.

Peace reigns anywhere, the sound level is incredibly low even when my colleagues push throttles all down.



Dan Lenard is with me and, together, we get down the Master Cabin that, despite its proximity to the engine room, enables us to quietly talk about the Atlantic crossing he has just completed.

The Monte Carlo Yachts MCY 66 is a remarkable yacht. She perfectly combines sports performance and high-level comfort.

Capable of impeccable seaworthiness, it is a yacht built without compromises, definitely made to sail.

“...built with extreme care and qualities that are typical of superyachts only, is offered for sale at a price inexplicably aligned with the rest of the market..”

Monte Carlo Yachts MCY 66 – Description

Design

In a world of boats that risk to resemble one other, Monte Carlo Yachts builds boats that are characterized by a unique unmistakable design. They are yachts that create a sense of luxury that never dissociates itself from the concepts of elegance and refinement.

Destined therefore not to show the signs of ageing, these yachts are specially designed to flaunt a beauty that can certainly mature but never grow old. And the MCY 66 is no exception and, a little as it was for Sophie Marceau, she will become more and more charming over time.



Interiors

Although very important, aesthetics, however, can only partially render justice to the work done by the shipyard and, to realize that, it is sufficient to cross the threshold of the main deck. This area welcomes and amazes at the same time, highlighting the extensive use of refined, natural, luxury and elegant materials.

Marble, wood and leather are masterfully matched and fill the observer's eyes with a refined beauty that permeates every single environment of this yacht.

The U-shaped galley separates and joins the interiors and the exteriors of the main deck, simply exploiting the total opening of the glass doors.

Positioned perfectly, while serving both spaces and shortening distances, the galley also allows the preparations of meals in the most appropriate place for this.

One single step separates the two large salons that characterize this space that, very bright, communicates with the outside thanks to some glass windows that contribute to create evocative views of ever-changing panoramas.

The pilot station, although equipped with all you need to sail, integrates with the overall design while minimizing its presence and maximizing the overall view.

The lower deck offers a spacious hallway that gives access to both cabins and the bathroom of the twin-bedded cabin that, equipped with double entrance, can also be



used as a “daily toilet” and therefore provide the whole night area with extraordinary privacy.

The full-beam Master Cabin uses all the 5.20 meters of width to create a simply huge environment. Closing the access door, the result is a small appartement that, totally independent from the rest of the yacht, is equipped with a private hallway, a large bathroom and a bedroom of over 20 square meters.

On the sides of the bed – king-sized, of course, and with extra large night tables – we find a sofa and a linear cabinet whose height perfectly matches the presence of side windows that, while flooding the interior with a huge amount of natural light, also represent the distinctive and unmistakable hallmark of these boats.

At the foot of the bed, a refined boiserie and a pop-up tv screen complete the décor of a cabin whose interior architecture matches an an objectively remarkable beauty.

Equally remarkable is the space offered by the Vip cabin that, slightly raised and positioned in the bow, accommodates another king-sized bed as well as abundant spaces and high-level finishes of the same level as the master cabin.

Exteriors

Nuvolari Lenard is undoubtedly the author of this particular bow design that, if on one side it improves the safety of on-board circulation when sailing, from the other it creates large relaxation areas characterized by a “penthouse” effect that only flush pools are able to offer.

Joining in the bow on a single central corridor, side-decks give access to these two lateral sun pads that manage to offer uninterrupted horizons and fabulous landscapes.

The Flybridge of the MCY66 is another masterpiece of design. Thanks to an openable hard top, it creates a real upper deck that, made of carbon and equipped with lighting systems, will inevitably become the most appreciated area of the yacht.



Equipped with a huge amount of sofas (each with its specific intended use), it will be the most frequented place both during sailing and at night when, inevitably, it will end up welcoming the most glamorous events of the whole bay.





Monte Carlo Yachts MCY 66 – Performances

RPM	Speed in Kn	lt/h	Lt/Nm	
600	6.6	8	1.21	
1,000	10.0	42	4.20	
1,250	11.7	90	7.69	
1,340	12.2	100	8.20	Minimum planing speed
1,500	14.7	150	10.20	
1,750	18.7	220	11.76	
2,000	24.8	295	11.90	
2,100	26.4	325	12.31	
2,200	28.4	360	12.68	
2,300	31.2	400	12.82	
2,380	33.7	440	13.06	

Sea Trial Conditions: 11 passengers on board – slightly rough sea – 16/18-knot true wind – fuel capacity at 80%

Technical Specs

Maximum length	20.11 m	66 ft
Maximum beam	5.20 m	17 ft
Dry Displacement	36 tons	
Fuel Thank	3,500 l	925 US gal
Water Thank	750 l	198 US gal
Engines	2 x MAN V8 (1000 hp)	
2 x MAN V8 (1200 hp)		
Design Category	CE-A	





Sea trial
Absolute 62 Fly

ABSOLUTE 62 FLY

SEA TRIAL FOR AN EXTRAORDINARY FLYBRIDGE

by Luca D'Ambrosio

It's in the wonderful setting of the Gulf of Naples that the sea trial of the Absolute 62 Fly is about to take place. Wonderful places where the relationship between land and sea has forged both coasts and sailors over the centuries. And so it was even in the recent days when a strong mistral has plagued these coasts with extraordinarily high waves.

Today, however, the sun is shining and, fortunately, what is left of that sea is just a long residual wave of about one meter and half that, despite its dimensions, doesn't worry a big yacht like that one we're going to test.

With almost 19 meters of length and 5 meters of width, the Absolute 62 FLY is a definitively important boat. Fitted with twin Volvo Penta D11 IPS 950 engines, 725 HP each, she is a yacht that, since her presentation, has intrigued us very much. So much that, as soon as we heard about this possibility, we literally rushed to test her.



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Absolute 62 Fly Sea Trial

Today is a special occasion for this Absolute 62 Fly. Our sea trial, indeed, will take place in conjunction with the delivery of the yacht to his owners

Valeria and Edoardo are special, very nice and extraordinarily elegant people who have known Absolute only after having owned other big boats. They are highly experienced boat owners and it is a pleasure to observe them arranging the large amount of small and big things that everyone of us, when changing a boat, realizes to have.

But the Absolute 62 Fly shows a great propensity to welcome everything and, in the blink of an eye, everything finds its own place and we're ready to cast off.

Edoardo has always had yachts with shaft drive transmission and this is his first maneuver with IPS. I observe him while he puts his hand on the steering joystick; with, as if he had always done it, he leaves the berth with the wind abeam as it was the most natural thing in the world. The 19 meters of the yacht ease out the relieving ropes at a safe distance and, at the same time, I see a smile appear on Edoardo's face.

It is undeniable that this technological solution makes boat owners more autonomous and independent. Until a few years ago, boats of this size would have required the presence of a captain on board while today any experienced family or just one sailor on board is enough to use the boat without any problem.

We leave the dam, disengage the joystick and start to sail while waves unsuccessfully try to embarrass the boat that, already at 5-6 knots, proves to be very stable.

We accelerate a little and realize that, at 8-9 knots, we are using just 30 liters of fuel per hour, which, compared with the overall dimensions of the Absolute 62 Fly, immediately shows the qualities of a hull that has been specially designed for these engines.

Another proof of the high quality of this project comes when we increase revs. At only 12 knots, we can reach the minimum planing speed with the yacht perfectly balanced and without having to use flaps.

We go on accelerating and get 20 knots, the ideal cruising speed that this boat reaches

at just 1,950 rpm while, surprisingly again, the overall consumption is little more than 160 l/h. At this speed, comfort is total, the bow cuts through the waves without any shocks or impacts. It is like driving a grand tourer on a motorway.

We perform a series of turns while the Absolute 62 Fly is totally unperturbed even when we get our wake that, made massive by waves, would have "upset" any more important boat.

At full throttle, we reach a speed of over 33 knots. An extraordinary performance for a boat like this and another indisputable sign of an extraordinary project engineering.

After all, it is sufficient to observe the complacent look of its experienced boat owner to have a confirmation of that and



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to understand that the Absolute 6 Fly is a really well-conceived yacht.

Absolute 62 Fly Interiors

Refined matches and successful contrasts are the common denominator of this boat that, as the whole [Absolute Yachts](#) product line, is characterized by a very high **construction quality**.

Wood essences, leather and fabrics are all selected carefully and used skillfully. Noteworthy is the constancy of quality that Absolute guarantees in any environment, even the most hidden one.

Impressive is the sense of space that you can perceive as soon as you cross the threshold of the cockpit. From the aft sofa to the pilot station there are about twelve linear meters of salon that, multiplied by a width of about four meters, develop an area of almost fifty square meters!

However, it's not just dimensions that strike; here, everything is positioned exactly where it should be. The galley is situated next to the large glass door and combines the possibility to prepare meals there where smells are extracted more quickly with the characteristic of being positioned in the place closest to both the outdoor and indoor lounge and the ladder leading to the flybridge.

Equipped with a hard top and a sunroof, the latter develops another huge space; in short, a penthouse where to spend days in the open air, always sheltered against sunlight and night moisture.

Going down into the night area, we get a hallway that, through very smart sliding doors, give access to three guest cabins.



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Absolute 62 Fly Performance

RPM	Speed	l/h	l/nm
600	5,3	10,0	1,9
800	6,9	18,8	2,7
1.000	8,8	32,8	3,7
1.250	10,9	66,0	6,1
1.500	12,1	107,8	8,9
1.700	14,8	142,2	9,6
1.800	16,2	162,0	10,0
1.900	19,3	166,8	8,6
2.000	21,8	194,2	8,9
2.100	23,1	204,0	8,8
2.200	24,8	220,0	8,9
2.300	27,1	238,0	8,8
2.400	31,2	268,0	8,6
2.500	33,2	286,0	8,6

Test Conditions: sea from slightly choppy to rough – 12-knot wind – 10 passengers on board -fuel 50% – water 75%

The master cabin is simply huge; full-beam, it uses the over five meters of width in order to create a real master suite. The central bed is king size, with a stern-oriented headboard.

On both sides, there are two extra-large bedside tables, a two-people sofa and, on the starboard side, a boiserie / desk with large dimensions. The bathroom is very large and has an equally important shower box.

The VIP cabin is positioned diagonally in order to obtain an additional huge cabin that, without sacrificing fittings, has been designed by Absolute Yachts in a very luxurious refined way and equipped with a high-level en-suite bathroom.

The night area is completed by a double cabin with three single beds that, when necessary and through a genial mechanism, can offer a third double bed.

The stern of the Absolute 62 Fly offers a real beach area that, having a four cabin equipped with bathroom and twin beds, is open to multiple purposes. Indeed, it can be used as a normal crew cabin (with very high living standards) or as a support compartment for bathing activities.

If I were the owner's son, I wouldn't miss the opportunity to enjoy a studio apartment that, equipped with sea-level terrace and private entrance, would certainly be the most beautiful place where to spend summer holidays.

Especially if we consider that this new **Absolute 62 Fly** needs no crew to sail all around the world.

Technical Specs

LOA	18.65 m
Max Beam	5.05 m
Max Passengers Capacity	16
Fresh water Tank Capacity	680 l
Fuel Tank Capacity	2,600 l
CE Type-approval	B
Engines	2 x D11-IPS950 da 725 HP





Sea trial
Ocean Alexander
Divergence 45

DIVERGENCE 45



SEA TRIAL OF THE FIRST OCEAN ALEXANDER LUXURY OPEN YACHT

by Luca D'Ambrosio

She is named **Divergence 45** and her name already suggests she is introducing something completely new. Born within a shipyard like **Ocean Alexander**, specialized in the manufacture of yachts and superyachts from 70 to 120 feet in length, this luxury open 14-meter yacht has immediately drawn our attention.

We are talking about a highly innovative boat that, whereas on one hand it offers the level of finishes that Ocean Alexander usually uses for the construction of its superyachts, on the other hand it introduces a series of novelties that definitively distinguish it from the rest of the market.

Designed by Evan Marshall, one among the most renowned designers of megayachts, the Divergence 45 is a particular centre-console design.

Indeed, the Divergence 45 can be literally "configured" to be a superyacht chase boat or the ideal sport yacht for your daily outings, a luxury "fishing machine" or the perfect boat for your diving excursions.

The possibility of choosing between more than 400 chromatic variations as well as the opportunity to customize on-board equipment, say a great deal about



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the intentions of this project that makes “transformation” one of its main strengths.

Even if, at first glance, the reason why people will buy her is already clear: she is beautiful and charming. So beautiful that we’ve wanted to test her.

Ocean Alexander Divergence 45 Sea Trial

It’s early in the morning when I get Pier 66 Marina in Fort Lauderdale.

Two Divergence 45 are waiting for me; left in the care of [Marine Max](#), one among the most important dealers of America, they are moored laterally and show off.

The visual impact is great, the bow is high and strong, the outline is intriguing. Aft, four matching [Mercury Verado](#) 350 complete an overview that is an open invitation to use this boat.

The captain opens one of the two side openings and, without jumps or acrobatics, with just one step I’m on board and immediately start to study the spaces of the Divergence 45.

The deck plan of this Ocean Alexander is simply perfect. It’s an uncompromised walk-around, the surface has no steps and you can move from aft to forward without any interruptions on the same level. The large beam provides wide side decks and an incredibly welcoming pilot house.

Evan Marshall has managed to ennoble the classic walk-around design, taking it to an upper level. The Divergence 45 is luxury, elegant and terribly functional.



Just look at the arrangement of central elements to realize that: the bow sofa, the pilot house, the two sofas in the lounge and the aft structure are all elegantly aligned and, as we will see later, hide many innovative unexpected solutions.

But I’m looking forward to testing this boat, so I urge guests to get comfortable while the captain starts the four outboards we have at the stern.

We release mooring lines and go out of a rather difficult lateral mooring quite easily. On board, there is the best of Mercury electronics: Joysting Piloting and Active Trim and, with these solutions, the Divergence 45 can be steered even by a beginner.

We sail down the inland channels until we reach the ocean. There, we find a residual wave that, still significant, is a couple of meters high: the ideal conditions to test this boat.

On board, there are seven passengers but the boat seems to be empty, there’s room for a lot of people that can move freely and completely undisturbed.

I take note of this important characteristic while I take the helm and, given sea conditions, I ask passengers to sit down and hold tight.

I put out to the ocean and, sailing at 6-7 knots, the Divergence 45 advances on waves unperturbed, she is stable and comfortable. I accelerate until the boat starts planing at about 14 knots; then, the hull leans against the water and I find myself in a new dimension.

Everything becomes soft and progressive, the hull cuts through the big waves without hesitation and without any impacts. Under



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these sea conditions, I would never have expected that.

I keep on accelerating, I reach 25 knots (almost 30 mph) while waves simply run beneath us without provoking shocks and without making this Ocean Alexander have doubts. I turn around and look at the passengers. They are chatting in total comfort as we are sailing in calm waters.

I tell them I'm going to perform a series of tight turns, so I start to run fast. The Divergence 45 lists, gets the trajectory and sails as she is following a couple of imaginary rails.

I counter-turn suddenly and she follows me without hesitation and it's just like a MotoGP motorcycle in a chicane.

I insist in the attempt to find a limit that, despite all my efforts, speed and waves, I don't find. This hull is excellent, there's no more to say. I get back on a rectilinear course and, at the same time, I see passengers relaxing.

I want to test the top speed. On board other boats, under these sea conditions, I wouldn't even think to try. I push on the throttles and the Verado, great as usual, promptly react and go from 4,000 to 6,000 rpm.

The Divergence 45 faces waves that, at over 30 knots (35 mph), start to show their impact, always without any uncertainty.

We keep on accelerating while the GPS rattles off increasingly important numbers; then, we reach the top speed while the Active Trim does a great work.

We're at 41.5 knots (47.7 mph) and waves impact is clear.

The boat jumps from the the tops of waves and touches the water immediately after. The Divergence 45 advances without hesitation, landings are soft, the route doesn't change. A hull like this enables you to navigate in total comfort and, above all, in total safety.

I slow down and, even if I wouldn't want that, it's time to come back. A last look at the passengers confirms that they, too, have had a good time and, like me, they don't want to get off.

I leave the captain take the helm, I look around, the boat is dry and not even a drop of water has entered.

The transformism of the Divergence 45

A deck plane able to replicate the functions of a mega-yacht, that's the Ocean Alexander Divergence 45.

Two foldout balconies take the overall length of this open boat to almost six meters and transform it into a beach area that is the envy of a 30-meter boat's one.

The two sofas are genial and, through a simple mechanism, they go from facing towards each other to a version where they are both forward-facing.

Thanks to the huge LCD screen on the bar cabinet, this transforms the area into a large outdoor cinema that can seat up to 10 people in total comfort.



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At the bow, we find a real Portuguese bridge that, similar to those you can find on a mega-yacht, can accommodate passengers during navigation, cuddle them in the shadow for a cocktail or welcome them for sunbathing.

Carbon poles allow to install elegant sunshades or act as guardrails for the terraces that therefore turn into real balconies suspended on the water.

Below deck, the cabin is huge, equipped with a large convertible sofa in the middle, a separate bathroom and a kitchenette perfect for daily use.

Ocean Alexanders offers the Divergence 45 in two basic versions: one is inspired by underwater activities while the other is dedicated to fishing but, believe me, this is just the tip of the iceberg because this open luxury yacht is so customizable and versatile that is practically able to meet any owner's needs.



Divergence 45 : the sea trial in numbers

RPM	MPH	Knots	gal/h under power	gal/h	l/h	l/nm
600	5	4.3	0,6	2.4	9.1	2.1
1,000	6	5.2	1,1	4.4	16.7	3.2
1,500	7.9	6.9	2	8	30.3	4.4
2,000	10.4	9.0	3	12	45.4	5.0
2,500	11.7	10.2	4	16	60.6	6.0
3,000	12.9	11.2	5.1	20.4	77.2	6.9
3,500	14.5	12.6	7.5	30	113.6	9.0
4,000	18.4	16.0	9.1	36.4	137.8	8.6
4,500	25.1	21.8	12.5	50	189.3	8.7
5,000	36.7	31.9	18.5	74	280.1	8.8
5,500	41.4	36.0	21.2	84,8	321.0	8.9
6,000	47.7	41.5	25.2	100.8	381.6	9.2

Technical Specs

Maximum Length (with engines, trimmed down)	47'5"	(14.45 m)
Length Overall (hull only)	44'8"	(13.61 m)
Waterline Length	37'	(11.29 m)
Maximum Beam (bulwarks closed)	13'9"	(4.19 m)
Expanded Beam (bulwarks open)	19'1"	(5.82 m)
Draft, Hull (engines trimmed up)	30"	(76 cm)
Draft, Hull (engines trimmed down)	37.5"	(95 cm)
Air Draft (VHF antennae down)	16'2"	(4.93 m)
Dry Displacement (ESTIMATE, base)	26,100 lbs	(11,838 kg)
Dry Displacement (ESTIMATE, w/ engines)	28,900 lbs	(13,109 kg)
Loaded Displacement (ESTIMATE, w/ engines)	33,950 lbs	(15,399 kg)
Deadrise	18 degrees	
Fuel Capacity (Gasoline, engines)	607 gal	(2,298 L)
Fuel Capacity (Diesel, generator)	60 gal	(227 L)
Water Capacity	100 gal	(379 L)
Holding Tank Capacity, Waste	40 gal	(151 L)
Maximum Load (est., engines, passengers & gear)	7,000 lbs	(3,175 kg)



Sea trial
Magazzù
MX-13 Coupé

MAGAZZÙ MX-13 COUPÈ

SEA TRIAL FOR A QUEEN

by Luca D'Ambrosio

The **Magazzù MX-13 Coupè** is the central model of the amazing range of RIBs made by Magazzù, the historic Sicilian shipyard that, for over 50 years, has been manufacturing what are probably among the best boats in the world.

And it's not surprising that this company, with its ability to trace the traits of extraordinarily beautiful boats with just a few yet very elegant lines and the capacity to build hulls with incomparable performance, has such a long history.

We've had the opportunity to sail a long time on board the Magazzù MX-13 Coupé, both in her T-Top and traditional version, and the following is the report of one among the most exciting sea trials we've ever experienced.

Magazzù MX-13 Coupè Sea Trial

If testing a boat also means being able to capture its essence, then the admiration generated by the passage of this Magazzù MX-13 is one of her main characteristics.

Even super yacht owners who, with their refined tastes, are used to recognize the





reveals the rest of emotions which she is able of and it is sufficient to accelerate to realize that. Fitted with twin **Volvo Penta D6-400 I/O engines**, our Magazzù reacts promptly to the pressure on gas throttles and gets up on place in an instant, at just 10-11 knots, without ever compromising her balance.

Sitting at the steering console, the view is excellent while throttles, **joystick and electronic equipment** are exactly where they should be. It's under these sea conditions that we can realize that.

I accelerate progressively until I reach 23-23 knots. The navigation comfort is amazing, with total wind and water sprays protection. The hull is very soft and seems to be glued on the water. The credit of this certainly goes to the steps and the skids which it

is equipped of, which is a characteristic difficult to find on other boats. The big long rounded waves don't produce negative effects on our navigation and this makes me feel allowed to push throttles forward. I think it, I do it and, instantly, the MX-13 accelerates and pushes me back against my seat.

The GPS records the knots as a chronograph marks the tenths of a second and, in an instant, I'm running at over 40 knots in a sea that, if I were on another boat, would not allow me to go so fast.

Jumping from a wave to another, the hull never hits or slows down, the feeling of safety is absolute, so I decide to test the top speed. With throttles all down, I trim and, in a moment when waves give us a respite, I reach 47.6 knots.

value of a beautiful timeless design, turn to look at her.

And she is head-turning even for the women boat owners who are anxious to dock in Portofino or The Croisette at night and who, finally in their long party dress,

are sure of the success of a match that, only on board this boat, doesn't risk to clash and that, vice versa, is even maximized by the perfect arrangement of the night lights that illuminate the beautiful of both this Maxi RIB and its fortunate owners.

It was under these conditions that, last year, while leaving **Le Vieux Port of Cannes**, though we were in the middle of a boat show, our Magazzù MX-13 Coupé made even professionals turn their head.

But to enjoy the other half of the wonder, it is necessary to go to the open sea. This is why we are in Palermo today. The sea conditions generated by the mistral of the recent days is an excellent testing ground and we don't want to miss this opportunity. And it is precisely here that this Maxi Rib



I slow down and, at about 30 knots, I start to perform some increasingly tighter turns. I turn and counter-turn without ever noticing a flaw. At 27-28 knots, while I'm tracing a circle with a diameter of about 20 meters, I take my hands off the helm and observe the behavior of the Magazzù MX-13 Coupé. In response, she doesn't care about that and goes on navigating without changing her turn radius.

This hull is simply superb. This [Magazzù](#) sails a bit like only a Bugatti can run on the road. As comfortable as a limousine, she is as sporty as a supercar.

I slow down and head for Mondello where we drop the anchor in 4-5 meters of water that to say clear would be an understatement.

Magazzù MX-13 Coupé T-Top: Deck and Interiors

With the engines off, I explore the cabin that, in this version, is equipped with a double berth, a convertible dinette, a separate bathroom and a linear galley.

From the outside, I never imagined such a volume inside. Headroom is abundant and lighting systems, expertly arranged, give a sense of space that puts the borders of this environment beyond the mere physical space.

I climb back and study the deck plan; forward, the sun pad is unique and giant, sufficient to fully meet the needs of a day at sea marked by sun baths and dives.

Aft of the T-Top, a U-shaped sofa can accommodate 6-8 guests while marking the perimeter of the two aft sun pads, each of which can accommodate two passengers.





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A central walkway leads to the stern where we can find a large platform with two pop-up bathing ladders, one on each side.

Everything is designed to be beautiful and functional, spacious and bright. Equally luxurious and refined are the finishes of this Maxi Rib, where the quality of materials and their workmanship are tangible and recognizable at first glance.

Conclusions

Is she was a sailboat, she would be a Swan. If she was a powerboat, she would be a Riva. But she is a Maxi Rib and a Magazzù and, in this category, the shipyard itself represents the market reference in terms of class, luxury and elegance.

Any comparison would be inappropriate

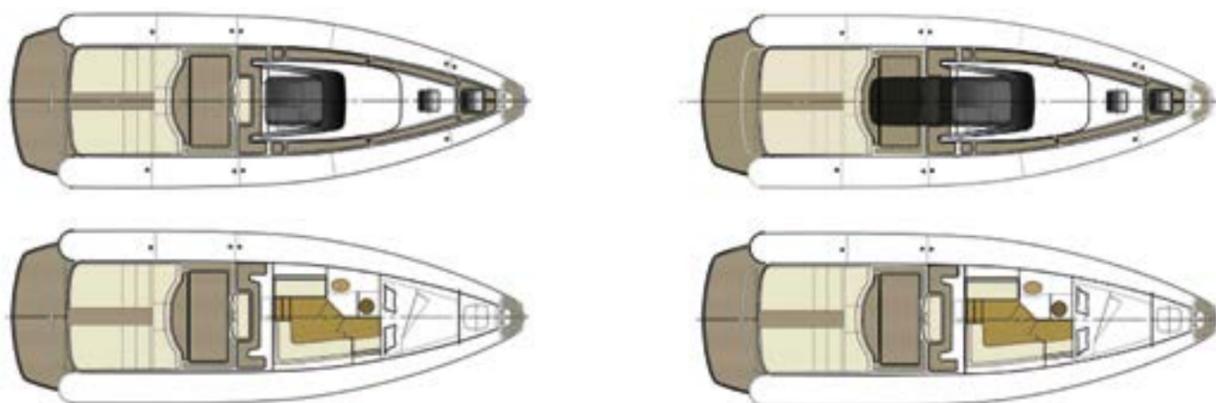
Magazzù MX-13 Coupè T-Top – Performance

RPM	Speed	lt/nm	l/h
600	4,3	0,6	2,6
1.000	6,8	1,2	8,2
1.250	8,4	1,7	14,3
1.500	10,3	2,3	23,7
1.750	12,4	2,7	33,5
2.000	17,8	2,5	44,5
2.250	22,1	2,4	53,0
2.500	26,7	2,4	64,1
2.750	31,7	2,7	85,6
3.000	35,6	2,8	99,7
3.250	38,9	2,9	112,8
3.500	45,9	3,1	142,3
3.600	47,6	3,2	152,3

Acceleration	Speed	Seconds
da 0 a 10 nodi	3,3	
da 0 a 20 nodi	5,2	
da 0 a 30 nodi	8,1	
da 0 a 40 nodi	12,7	
da 0 a max	15,7	

Magazzù MX-13 Coupè : Technical Specs

Length	13.3
Max Beam	4.8
Cabins	1
Engine Type	Stern drive or outboard
Power	Max 1,200 HP
Water Tank Capacity	360 l
Fuel Tank Capacity	1,000 l
CE Category	B







WE'VE VISITED
THE FACTORY.
VERY HIGH QUALITY,
LUXURY AND INNOVATION

by Marco Pinetto

The number of prestigious boat manufacturers choosing Amare Group's products is constantly growing. Very high quality, luxury and captivating design hide an impressive number of patents.

Intrigued about this company, we have decided to discover this Italian industrial excellence and, to do that, we have gone directly to the source, that is one of the two Amare Group's factories. The goal is to provide you with an overview of the company and get closer to those who, every day, contribute to make it sail fast.

At first glance, once we get the factory situated in the industrial area of **Pozzilli** in the province of Isernia, Italy, we are impressed by the wide surface which it extends over. Order and cleanliness characterize spaces, offering an excellent entrée.

In the offices on the ground floor of the complex, **Michele Prezioso**, Development Manager of the company, is waiting for us. Who better to accompany us between productive lines and be our tour guide?

Michele doesn't waste time and takes us to the assembly area. Here, we are immediately



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catapulted into the heart of the company and, proudly, he tells us:

“Amare Group holds many patents it has got not only thanks to its finished products but also thanks to the mechanisms that guarantee its functioning.”

We immediately understand the reason for his statement because the first thing we see is the assembly process of a **friction hinge**. It's a patented mechanism that controls the opening of portholes, especially those installed on the portholes of the Infinity series.

This innovative hinge allows to **adjust** and **block** portholes doors in all their opening positions. It uses an exclusive **torsion spring** instead of traditional disc springs or hex screws used by competitors.

This mechanism results into excellent sturdiness and solid operating cycles, reducing any possible breaks as demonstrated by several tests. We try to open one of these hinges and it works perfectly, the mechanism offers the right resistance and keeps the porthole steady in the selected position. Thanks to this hinge, flapping portholes are just a thing of the past.

Then, an area full of glass sheets draws our attention. They look very big!

Noticing our intrigued glaze, Michele explains that some of them are parts of **Vision**, the electrically-operated pop-up window that fits the gunwales of many luxury yachts.

Others, instead, are the **glass windows** the company has received by some among the



most prestigious boat manufacturers, such as Ferretti, Azimut and Riva that send them directly to Amare's establishments so that technicians can install portholes. What we are looking at, Michele explains, belong to Riva shipyard and will be mounted on the new Riva 66 Ribelle.

Indeed, portholes like **Filovetro** and **Infinity** need particular installation since they are glued and integrated directly on the glass surface, becoming a whole with it. Installers therefore need to be highly skillful and Amare can guarantee this expertise without any problems. When this phase is over, the glass windows and their portholes are finally delivered to their senders, ready to be installed on board.

The time required for the gluing process must be respected with precision. **Technicians**, all with specific certifications that enable them to carry out their delicate work, put the portholes on the glass and glue them through a multi-step chemical welding process. It's a complex process, whose result must be perfect both from an aesthetic point of view and in terms of structural and water tightness. Checks by Amare's operators are carried out on both incoming and outgoing glasses.

During our tour, **Diego Ruggiano, Business Manager** of Amare Group, joins us. He is the best person to explain us how the company interacts with its own customers. He says:

“Amare wants to work in close contact with its customers. It's the only way the company can learn and internalize important knowledge, customizing its own products according to the specific needs of every single client.”



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We find ourselves before a really impressive hydraulically-operated gangway. As you can see in the picture, it consists of three sections and is a prototype.

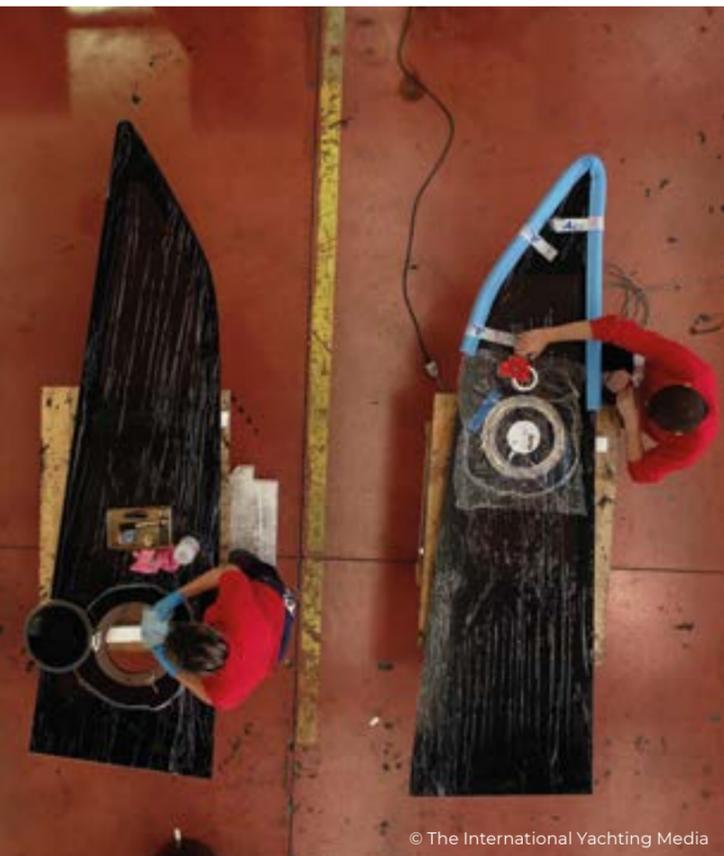
After some years spent in the manufacture of window accessories, Amare Group has enlarged its activity. After realized it had the know-how required, it started to manufacture boat gangways and meet the increasing demand for this product.

The model we are looking at is designed to fit boats from 100 feet in length and is being tested right now. Kindly, technicians show us its operation and, I must admit it, when seen out of its natural position in stern of a boat, it really looks like a “beast”!

“The experience gained by the staff working in the factory has allowed to internalize the construction of all the parts composing our products as much as possible.”

Michele Prezioso tells us while we continue our exploratory tour in order to let us understand Amare Group’s rapid development

“Some of them are bought from exterior partners. Others, instead, are built within the company, such as the cylinders composing our portholes. This choice has a double advantage for us: greater safety for the materials used and more careful attention to details.”



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All product **tests**, as we have clearly seen in the quality control department, follow specif steps.

They start from the analysis of single mechanic parts, evolve with the inspection of the exterior parts in order to remove imperfections and end with a general operation test.

Packaging, too, requires the same attention. Special anti-stratch films are applied on the most delicate parts of products before delivery.

We conclude our tour with a visit to the steel **carpentry** department. This area is completely separated from the others. Here, technicians assembly and weld the various parts of products. The department also deals with hand polishing.

This way, the company avoids the opacification that is typical of industrial polishing, which clearly suggests the great attention payed to a product that must inevitably be perfect.



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Amare's accessories want to be not only functional marine accessories but also real design items.

Analyzing Amare Group's **productive environment**, "very high quality" is the concept which everything revolves around. We have observed a right mix of industrial and artisanal manufacturing, both essential to create **unique and valuable products**.

Together with its products, the Amare Group **brand** is a young reality, rich of fresh ideas and responsive to change.

Its main goal is to build modern-designed, luxury and custom accessories that are increasingly more **innovative** than competitors' ones.



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VENNVIND

A 500-MILE TEST FOR THE AMAZING NAUTICAL APPAREL

by Marco Pinetto

Water, sun and wind: these are the meteorological factors that usually strain technical clothing when sailing. Elements that were not missed during the special test we carried out on the sailing jackets and technical trousers made by VennVind, a brand that, maybe still little known, proved to be of a really high quality.

The test bench for [VennVind](#), items was the [Rolex Giraglia 2019](#). A windy special edition of the famous sailing race during which the crew of our Daydreamer wore these clothes for the 500 miles of day and night navigation they covered during both the race and their transfers.

VennVind light sailing jackets

We tested two models of sailing jackets: the [short version](#), that is also the lighter one which reaches to the waistline, and the [long version](#) that, warmer, reaches to the hips. The latter is also equipped with a double closing zipper on the breast and a semi-rigid visor-equipped hood.

Both models are considered as light sailing jackets and therefore theoretically designed





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for coastal races and recreational activities where weather conditions are not supposed to be too harsh.

This is why, for our adventure, we had also brought some heavier jackets in forecast of possible harsher weather conditions that, of course, we encountered but that, with great surprise, we had the possibility to face without difficulty thanks to VennVind jackets.

Our jackets did a good job for all the duration of the race, both during the first stage when we sailed close to the wind in a 30-knot mistral, and the following downwind navigation characterized by a very rough sea and 3-/4-meter waves that, sometimes, crashed against our cockpit.

Our jackets resisted very well the repeated water sprays that attacked our Daydreamer and they enabled us to stay perfectly dry for all the duration of the race.

In short, a good protection against the water columns you can encounter during a coastal race or a long Mediterranean competition, unless you are totally submerged by the waves.

Under the above-mentioned VennVind, long jacket conditions, we particularly appreciated the closing strap on the waistline of the short jacket that tightens the lower part as well as the foldaway hood that protects the head without compromising the overall appearance of a very beautiful cloth that can be worn even for your nights out.

VennVind jackets proved to be excellent also in terms of temperature control. The materials which they are made of and the small vent holes under the armpits (the point that is most exposed to the creation of heat) ensured the ideal transpiration both in our static moments and the most demanding maneuvers under the sun rays.

A clear proof of that comes from the fact that the crew that had received the jackets as a part of their on-board equipment never take them off.

The only time when we didn't need to put our jacket on during the race occurred during an air "bubble" that forced us to slow down before getting Giraglia; a boundary condition where even a t-shirt would have been unnecessary.

The long version VennVind, pocket of the jacket proved to be the most efficient one at night; with a single layer of thermal fleece on, we kept warm. The credit of this cold resistance goes to the front double closing zipper that creates an excellent thermal protection, avoiding the heat from being dispersed.

Moreover, the jackets are full of pockets and functional accessories, very useful for sailors. We pleasantly tested the removable smartphone pocket applied to the sleeve through a strap.

Thanks to a transparent film, it does not compromise the touch operation of your smartphone and allows you to use your device with a specific navigation App, keeping it always at your fingertips.



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VennVind trousers test

Like jackets, VennVind trousers, too, proved to be really technical and of the highest quality. We tested both the **short** and the **long** model.

Elastic, soft, light and easy to dry, shorts were appreciated by most of us, even under the harshest day weather conditions. These characteristics, in fact, allowed the shorts to dry quickly with a clear advantage in terms of mobility.

Me, for example, I wore a pair of shorts for almost all the 500 miles of navigation.

During the first stage, they immediately got wet but, after drying, their softness remained unchanged and, since I had not

the chance to wash them, I appreciated them very much for this reason.

Both models, VennVind sailing jackets made of the same material, have many pockets and, more specifically, the front ones are equipped with a safe heat-sealed closing.

Special reinforcements have been applied in the critical points, such as in the part where you sit on, which makes them a perfect model when used on decks with irregular surfaces.

The long version is perfect to be matched with a first technical layer and, at night, it has remarkable technical performances that never compromise agility that, on board and in regatta, is a really important factor.

The Daydreamer's crew appreciated these clothes very much since they proved to be comfortable, functional and technical.

In short, they fully met the needs of each one of us, from the helmsman to the bowman who had the chance to experience firsthand how water resistance and transpiration capacity – both with wr 15.000 certification – are excellent.

Moreover, the value for money of these clothes is good. The short jacket is offered for sale for 219 euros while the long one costs 235 euros. It's a really good price if you consider the technical characteristics and the amount of accessories they offer.

Moreover, the jackets were worn and highly appreciated their sporty design and trendy details even during the evening outings.

Our crew, in fact, preferred and used them at the night parties of the event that took place in Saint Tropez and Monaco. Prestigious locations where these jackets perfectly matched the glamorous context.



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Benetti
Three Megayachts
for a unique parade



THREE MEGA YACHTS FOR A UNIQUE PARADE

by Luca D'Ambrosio

The memorable parade of three Benetti mega yachts

It's not everyday, actually it never happens to see three masterpieces, three symbols of the Italian boating industry, parade all together to the pleasure of spectators.

It was a spectacle that left the City of Livorno and even the Benetti shipyard itself speechless. Everyone there was amazed, bewitched and, above all, proud as they admired a stunning and unquestionably unique parade they are unlikely to ever see again.

The three amazing boats, **which are preparing to cross the Atlantic and get the USA**, showed themselves off in all their imposing and timeless beauty: **mega yachts "Spectre", "Seasense" and "11.11", with a length of 69, 67 and 63 meters respectively**, paraded together in the waters off the Livorno-based shipyard, inviting everyone to look out to the sea and reflect on the result of a long, enthusiastic and meticulous teamwork.

It is a result that the shipyard has decided to share with its citizens, fascinated by this amazing sight and proud to be able to contribute in some way to it.

The three exclusive models, representing an example of style for the whole world, enchanted and impressed all those who had made a special trip or happened to be there

by chance and who are sure to treasure the emotions aroused by the three mega yachts for many years to come. There were also a few tears of disbelief and emotion to be seen on the faces of several shipyard workers who had contributed to these projects and seen the fruits of their labour take shape day by day.

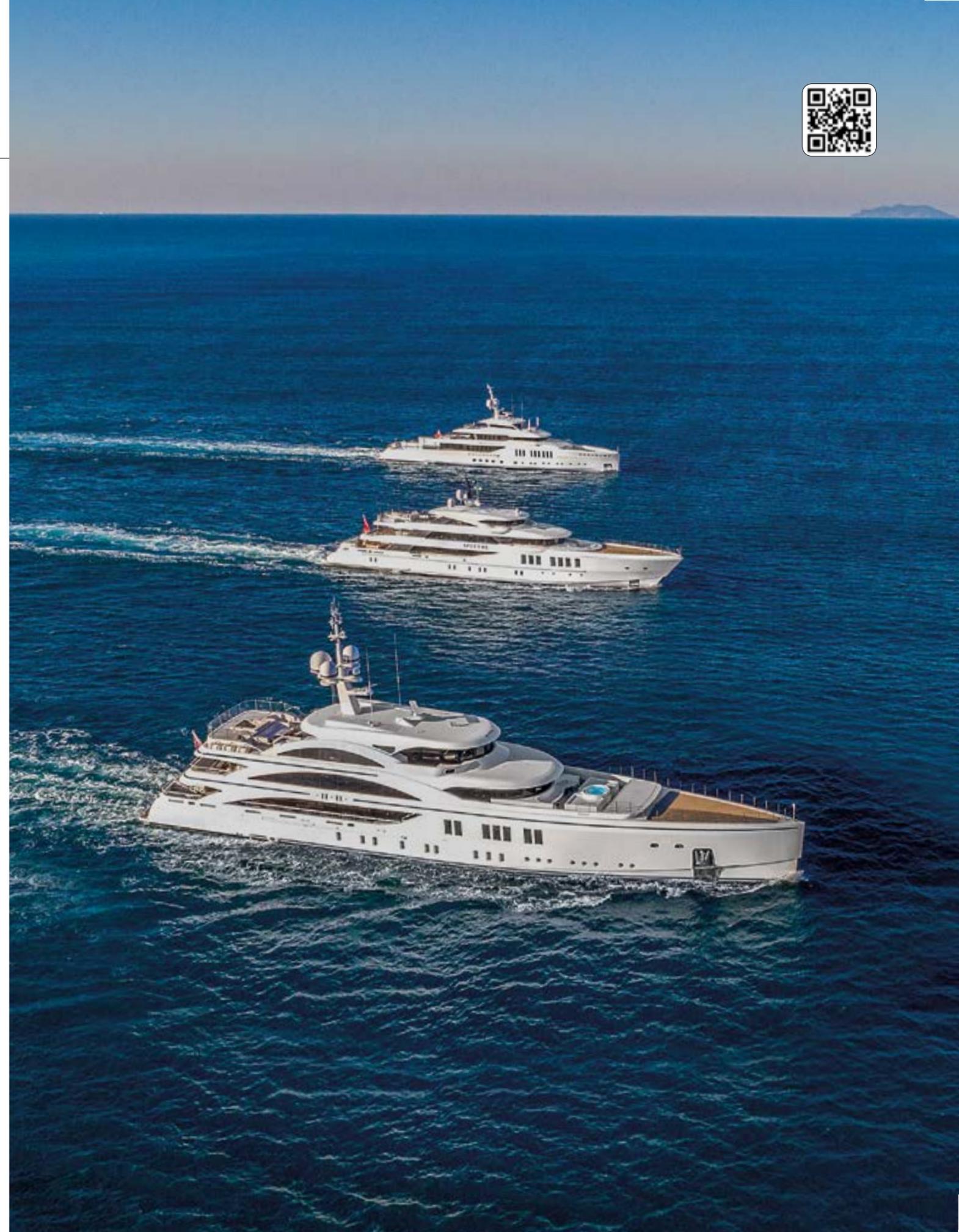
The three stunning works of art are tailor-made to meet the needs of their highly demanding and perfectionist owners and embody the dreams of every sea and navigation lover.

Established in 1873, Benetti is the oldest Italian shipyard specialized in the manufacture of luxury yachts. It is an icon of a timeless Italian style and construction excellence. Every yacht is unique and built around its owner's needs.

Today, Benetti designs, builds and markets two product lines: "Class", composite material superyachts from 29 to 45 meters, and "Custom" which is split into the categories Mega (yachts up to 80 meters in length) and Gira, for Full Custom superyachts over 80 meters.

Benetti employs highly skilled specialists at its two production sites in Livorno and the headquarter in Viareggio. It also has offices in Fort Lauderdale, Dubai, Hong Kong and London.

Benetti is part of the Azimut/Benetti Group, the world's largest privately held luxury nautical group.







Ocean Alexander
100 Skylounge

100 SKYLounge

AN ARABIAN NIGHTS STYLE SUPERYACHT

di Marco Pinetto

With the 100 Skylounge, Ocean Alexander introduces a superyacht that, within "just" 100 feet, combines quality, elements and solutions that put it to the same level as a definitively larger boat. A clear example of this is the stunning master cabin that, positioned in the fore deck, literally bewitched us during our visit to the Miami Yacht Show.

However, the Ocean Alexander 100 Skylounge is not only able to astonish the observer and delight those who are lucky enough to enjoy a cruise around the world on board this yacht. She is also a well-balanced yacht that guarantees the typical intimacy of a boat that wants to be enjoyed with both friends and family.

This is an element that makes the 100 Skylounge a perfect compromise for both private and luxury charter cruising.

Climbing on the Sky Deck, we find the Skylounge, which this superyacht is named after. This deck is split into two different sections - one open, the other closed - each equipped with a bar area and a table with sofas where guests can enjoy moments of comfortable relax as well as a spectacular view of everything around the 100 Skylounge.



As soon as we enter the main deck, we are welcomed by a large open space that encloses a salon a living room, both tastefully decorated and embellished with fine warm wood elements.

However, what makes the main deck, and maybe the whole yacht, really unique is the Master Cabin that occupies the whole forward surface of the deck.

The master cabin is an amazing design solution; it overlooks the bow and, thanks to a crystal window, offers a breath-taking panoramic view all around.

This area is very bright and leaves the observer speechless not only thanks to the incredible view it offers but also with the high comfort level and the dimensions of its spaces.

The cabin is huge and equipped with a double king-sized bed, an elegant desk and a L-shaped sofa on the starboard side.

If standing in this space, designed for the exclusive use of the master, is like getting lost in the reading of " One Thousand and One Nights", the happy ending can be found by going down a few steps.

Under the window, in the middle of the forward section of the master cabin, a ladder leads to the bathroom that, with its dimensions and decorations, can be compared with a suite of a luxury 5-star hotel. The floor is made of processed marble and both shelves and wardrobes are made of fine lacquered wood.

Even more sophisticated are the double washstand embedded in a unique marble slab and the huge shower box closed by a crystal door. Passing the bathroom and moving forward, a sliding door gives instant



access to an extra large walk-in closet that, with its design, has nothing to envy a haute couture showroom.

The lower deck consists of two areas divided by a central engine room. The fore zone is the biggest one and accommodates the guest area that, in the version we visited, offers 4 double cabins.

The two bigger ones are equipped with double beds while the forward ones are twin-bedded.

Each cabin, as expected from a yacht like this, is equipped with an en-suite bathroom.

The forward part of the lower deck is dedicated to the crew and houses three cabins.

Guests' privacy is guaranteed by a perfect circulation on board. The two areas, indeed, have independent entrances; the crew zone has a dinner and a galley.

Technical Specs

LOA	30.68 m
Waterline Length	26.80 m
Beam	7.01 m
Draft	1.68 - 1.96 m
Weight	104,280 KG
Fuel Tank Capacity	15.141 l
Water Tank Capacity	2.461 l
Engines	2 X MTU® 12x2000 - 1920 Cv
Generator	2 X Kohler® 55 Kw

MESSAGE IN A BOTTLE

GUIDI'S COMMITMENT TO THE PROTECTION OF THE SEA

by *Gioacchino Ferrari*

Guidi Srl, recyclable materials instead of plastic: At 'Versilia Yachting Rendez Vous' the company promotes a sustainable company culture

From the London of the late '70s to the dock of Viareggio, exactly forty years later, the leap is considerable. However, a common thread exists and the "message" is contained in a bottle. Or better, in many bottles.

The participation of Guidi Srl to the third edition of the [Versilia Yachting Rendez Vous](#) (Viareggio, 9-12 May 2019) could, indeed, go under the title of "Message in a bottle", following the famous song written by Sting for the Police in 1979.

The Italian company – based in Grignasco (NO) and specialized in the manufacture of bronze, brass, chromed, nickel-plated and aluminium marine accessories as well as non-stick valves, seacocks, discharge systems, water strainers and pipe fittings – has long moved in the direction of sustainability and, now, gets Viareggio to promote a business culture based on responsibility and environmental protection.





Guidi's booth at VYRV (Darsena Europa, G 04-05-06, F 06), shared with Tecnoseal (cathodic protection), has been designed as a seabed where, reluctantly, real hand-drawn creatures coexist with plastic creatures made of those bottles that, unfortunately, haunt seas and oceans throughout the world.

The message they want to send out is

“It's a global message in a bottle: buy your bottle for life”

bottle offered by 4 Ocean, an organization engaged in the removal of waste from the sea, and another bottle where people can leave their own message. Guidi, a partner of 4Ocean in other projects, seizes the opportunity to promote the use

of reusable stainless steel bottles, in line with a production philosophy that wants to reduce and possibly eliminate waste and pollution, maximizing the use of recyclable materials.

The company, of course, also exhibits a selection of its own products which have consolidated their reputation in terms of reliability, functionality and durability over time.

Guidi selects with extreme care both its suppliers and the materials with which it manufactures its products, all designed, developed and processed in-house at the end of a process where every single step is followed carefully.

The life cycle of every single product is constantly monitored by the company and the results of this analysis are used by the

Research and Development Department for the design of new items.

“The VYRV, too, is a step in a path we started some years ago with conviction and enthusiasm: we strongly believe that business development and environmental protection can go hand in hand, with the second accelerating the first. In Viareggio, too, we want to strongly reiterate our principles, supported by the excellent results we have achieved to date”

States Daniele Guidi,
Quality & Sustainability Manager of Guidi





Audi R8

AUDI R8

PRESALES OF THE GERMAN SUPERCAR START

by Diego Ruggiano



New Audi R8: more powerful engines for the road car coming from the track

The presale of the new Audi R8 Spyder Audi R8 has begun for both the **Spyder** and the **Coupe** version fitted with the innovative aspirated V10 FSI engine combined with Audi's Quattro all-wheel-drive system and the seven-speed S Tronic gearbox. Both versions are available in two different performance variants – 570 HP and 560 Nm of torque or 620 HP and 580 Nm – with an acceleration that makes the car go **from 0 to 100 km/h within just 3.4 seconds** in the Coupe version and 3.5 seconds in the Spyder one. In both cases, top speed overcomes 320 km/h.

The sharper look, combined with the class and elegance that are typical of the Audi brand, make the new R8 a highly seductive car with a resounding engine and racing car-inspired style.

“With around 50 percent shared parts with the R8 LMS GT3 and 60 percent with the R8 LMS GT, no other automobile is so close to motor racing as the R8” says Oliver Hoffmann, Technical Managing Director of Audi Sport GmbH”

This is why the **V10** configuration, usually dedicated to racing cars, has had to go through Audi's mechanical evolution and technical solutions, allowing the car to feel comfortable both on the track and on the road.

A separate radiator controls the temperature of the engine oil while a pump module operates with multiple suction stages and assures proper lubrication under all conditions.

Modifications to the suspension provide even more stability and precision thanks to the servo-assisted steering.

The three additional programs dry, wet and snow calibrate the electronic control system, providing excellent stability under all weather conditions. As a result, the top-of-the-line model brakes from 100 km/h to a standstill up to 1.5 meters earlier while the stopping distance from 200 km/h is up to five meters shorter.

As for design, customers Audi R8 interiors can choose from up to three exterior packages with high-gloss, carbon or opaque titanium finishes.

Thanks to the single-frame grille with the unique R8 Logo and two vertical bars dividing up the front air inlets, the new R8 is sharper than the previous generation of the Ingolstadt-based car manufacturer.





Moreover, thanks to the **Audi Exclusive** program, customers can customize many interior and exterior details, making their own model a really unique piece.

Price start from about EUR 180,000 for the Coupe V10 quattro version to EUR 211,000 for the R8 Spyder V10 performance quattro that, if fitted with many optionals, can even drive the price up to **EUR 273,385**.

We can talk about the umpteenth jewel of the Four Rings four hours but we will only take time away from the possibility to book a **test drive** on www.audi.it, easily accessible from the footer of the R8 model.

We only have to test it and enjoy the emotions it can give us.



BOAT CRUISE PREPARATION

ITINERARY PLANNING

by Marco Pinetto



Boat cruise preparation

All checks have been carried out, everything seems to be in order, our boat shines like a mirror; we are finally ready to set sail! But another question springs to mind: **where shall we go?**

Throughout the winter, we have focused our mind on beautiful empty beaches, flat sea and shining sun. The **photograph** we have **in mind** when we think of our holiday could not be more captivating and we look forward to the day when we will finally make our dream come true.

However, before leaving, we should **pay attention to some factors** which might affect our holiday, determining whether it will develop as we have imagined or it will take a less quite and less relaxing turn.

Aspects to be taken into account, whose resultant will be the balance of our choices, are mainly **related to various concepts which range from the weather we will be obliged to handle, our knowledge and type of coastlines** where we want to sail, from the type of boat we have to the time we have, without forgetting our crew's preparation and expertise. The combination of all these aspects should be the guide to our **itinerary planning**.

The first aspect, probably the most important one, we should consider for the success of our cruise is **weather**: weather forecast should be checked not only on the day of our departure but, above all, on the following days in order to follow the constant evolution of elements. So, for example, it might happen that one decides to sail to the enchanting western coast of

Corsica or Sandinia for a quiet cruise week and, seeing that a couple of days of good weather is expected, he decides to leave.

What most of us sometimes don't take into account is that, for the rest of the week, weather may not be so mild; strong mistral and rough sea might surprise us, making our crossing difficult if not impossible.

We even might not be able to come back to our starting point, within our specified timescale! Inexperienced sailors often run up against this situation since, short-sighted, they tend to make decisions that they may regret later; **haste, especially at sea, is never a good helper.**

It is therefore better to wait and take a few more days off or take both our boat and crew in a nearby safe place to come back later than endangering people and materials.

So, as you will have understood, **consulting weather forecast in a longer-term perspective** (it might be not accurate on the micro-situation but it can certainly give important information about significant or dangerous phenomena) and going on consulting it day by day will enable us to make cautious decisions about our itinerary.

Please remember that **weather bulletin is also transmitted via VHF radio**. On channel 16, notices and indications of specific weather channels are sent. Weather forecast are updated every 6 hours.

Our knowledge of the coasts we want to explore will have a considerable influence over our decisions. The more confident we are – as a result of past direct experiences or of certain consultations of manuals (there are several types of manuals, catalogued by areas, illustrated and commented) or



confidence people – the less we will take the chance of run up against unpleasant situations.

Because of its natural conformation, every **anchorage** or **shelter** can offer a safe protection against specific winds and seas but it might turn into a trap under other conditions. For example, if you are in an anchorage famous for offering a good shelter against south-east winds and weather forecast calls for sirocco, you'd better to leave the anchor if you want to avoid troubles.

Ports and marinas, too, can cause problems and entering them can become risky or even impossible in strong wind and, above all, in rough sea. In this case, it is always preferable to wait or opt for another location.



As for **sea bottoms**, they can be sandy, rocky, muddy or with seaweed and there's no guarantee that our anchor is suitable for all of them. Our **plan** may be delayed in case of rough sea and headwind.

As you can see, there are many **coastal variables** to take into the account. The more prepared and informed you are at the beginning of your travel, less time and energies you will devote to these issues during your cruise.

Me, for example, I always calculate the number and quality of shelters the coast offers to me, **I divide them according to the elements I might be forced to handle** and **I plan my itinerary**.

It is also highly recommended **not to have only one option** to spend the night or stay safe because, especially during the hottest months of the season, because many other yachtsmen might have already chosen it; so, you'd better to identify, as soon as possible, another sheltered location you can get easily. Ports and marinas are not always a good alternative, since, especially in case of strong wind, berths fill up pretty fast.

Reasonable alternatives, combined with cautions yet prompt decisions, offer good opportunities to face hitches successfully.



Now, let's talk about the type of **itinerary we should choose according to the boat we have**.

The key problem is how your boat can face challenging conditions, or better, **how much comfort you are willing to give up** in such situations.

If you're looking for a **relaxing cruise**, you will certainly avoid situations where your boat doesn't stand out. More specifically, if you have a sailboat which likes sailing downwind but tends to list a lot when sailing close to the wind, you'd better to prefer close reach; if, on the contrary, you have a very fast motorboat which doesn't tolerate cross sea, the most appropriate option for you is represented by longer transfers on a flat sea.

All these tricks will make you enjoy the qualities of your boat.

Fuel, water and **food** capacity is another essential aspect you should take into account; **a thoughtful alternation of stops and nights in the port** will prevent you from wasting your time or divert your itinerary to refresh your supplies.

As a general rule, it is important to calculate the **daily requirement of drinkable water per person** – about 2 liters – in the warm months; please remember to stay hydrated at sea because dehydration might make you more tired and significantly more lazy.

Time, too, is a very important aspect that you should never overlook. **Travel planning can't ignore the time you have at your disposal**; so, the desire to go too far and visit a multitude of spots is not on your side.

Having **enough time** to reach your destinations will make you feel less tired and significantly less stressed.



Night and low visibility make anchorage operations more difficult for both experienced and inexperienced crews. Moreover, planning departure and return with some days of margin can prevent you from running up against unpleasant situations.

Let me now turn to another aspect which, even though it is sometimes funny, often represents a concrete difficulty for many skippers: to **establish the crew's aptitude for navigation**.

Many friends of yours are certainly used to profess themselves to be real sea dogs, with a long experience of terrible storms and repository of the teachings of the greatest sailors in circulation.

Unfortunately, however, this is almost never the case and, more likely, they are just some enthusiasts! Sometimes, it's the opposite and their innate caution and inexperience reach levels that border on a form of paranoïa which stops them from leaving the port in a 10-knot wind.

The captain has the task of getting to the bottom of it. After all, cruise means holiday and holiday means happy relaxed people at the end of it.

Everyone has his own needs and **an itinerary consisting of long crossings, night transfers and only a few stops is not necessarily good for everyone**.

Someone might get tired, especially if inexperienced, and the mood of the crew might be significantly compromised. Conversely, if the crew is well-skilled and **quite prepared to enjoy a very adventurous cruise, long stops and a lack of exciting situations can induce boredom**.

An important prerequisite for the decision maker is the capacity to interpret the general mood and the potential of every single member of the crew, in order to make them become precious allies in case of need or to prevent them from finding themselves in situations where they don't have the right tools they need.

On the basis of this evaluations, he will choose the most appropriate type of navigation for his crew. In addition, he should mediate between the different inclinations and characters, in case of large and varied crews.

As for the itinerary and **crew**, let me give you one last tip or, maybe, a warning: if the situation gets out of hand and you have asked too much of yourself and the others, the charge of the whole navigation will rest on your shoulders.

By mixing and examining all these aspects together, you will be able to find the right balance to make your itinerary perfect for everyone.

VENICE SEEN FROM A PORTHOLE

A DREAMLIKE ITINERARY

by Micol Forzano



Venice seen from a porthole

Dear Boaters, if it is true that "in your sleep you have no worries" – as a popular Italian song goes – please half close your eyes for a while and let your mind travel to anywhere in your imaginary globe.

What about visiting **Venice, for example?** Your dream travel is just a click away, so let it come true, sail the beautiful canals of

the Serenissima and visit the islands of the Queen of the Adriatic. Your sail- or motor-powered boat is waiting for you, docked at the **Darsena di San Giorgio**, a private dock located on the namesake island, in the middle of the **Bacino San Marco** run by Circolo **Compagnia della Vela**.

The Venice-based yacht club is a wealth of history emanating all the fervour of the edonist Venice of the early 1900s. So, take an hour of your time and visit the seat of



the Compagnia at **Molo Marciano, Piazza San Marco (St. Mark's Square)**. Both the motto and the social acronym of the yacht club (CDV) follow the suggestion, written on a personal letter, of the Italian poet Gabriele D'Annunzio, who was at the time a club partner: "Custodi, Domine, Vigilantes".

Inebriated by the charm of history, reach the Harbour, **rig "your" boat, lift sails, sail through the channels and discover the islets** which, like many small puzzle pieces, compose the lagoon. Visiting them one by one sounds impossible, given congestion at ports; however, don't give up and don't deprive your eyes of the multicolor spectacle offered by **the island of Burano and its old fishing village**.

The façades of the houses wear of flamboyant pastel shades – velvet, yellow, blue, pink, green – while cascades of geraniums casually gush from balconies and slide over the walls, oozing with additional colour. Legend says that, a long time ago, fishermen painted their houses so that they could recognize them from a distance when, after their fishing expeditions, they came back home and the fog was so thick that they were almost indistinguishable.

The "sister" of Burano is **Mazzorbio**. The two islands are connected by a wooden bridge known as "Ponte Longo". Mazzorbio won't fail to inebriate your senses with the scent of its gardens and vineyards. Don't miss **St. Catherine's Church** with its elegant Romanesque-Gothic style and the ceiling reproducing the hull of an overturned ship. Just stop for a second and listen to the sound of the oldest bell of the lagoon which, from the top of the bell tower, is – at least, according to the legend – capable of keeping storms away.

Now, it's late and it's time for you to come back to the harbour. Don't be afraid to half close your eyes: the lagoon sleeps with us. If





it should happen you wake up in the middle of the night, you will see it intact from the glass of your porthole, basking in the glory

of the buildings of **Canal Grande**, of its marble churches, its voluptuous paintings where eternal history is represented.



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