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YACHTS PREMIERE

OCEAN ALEXANDER 84R

CONTEST 72CS

FRANCHINI MIA 6.3

SWAN 48

PARDO 38

HIGHLIGHT

FILIPPETTI YACHT

SELVA MARINE

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THE INTERNATIONAL YACHTING MEDIA

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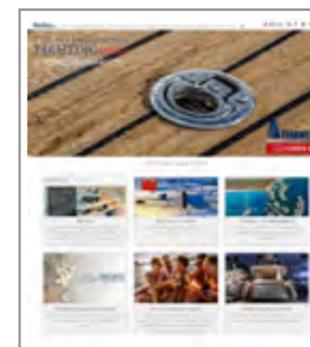
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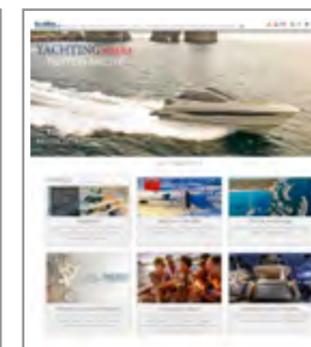
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Editorial

Premières hit the stage, the boat shows' season begins.



It seems like it passed a hundred years since summer.

It seems like it passed a hundred years even since the 9th of September, date which signed the beginning of the "boat shows' season". Season that, just like every year, is opened by the

Cannes Yachting Festival and lead us to discover the majority of the news that the shipyards, more or less secretly, jealously kept secret in the waiting for the very beginning of this amazing period.

By the way, this year the atmosphere was different from the previous editions that, even considering the economical recovery, still weren't communicating the lively optimism which finally we could breath during the recent September boat shows.

It might be because is so hard to keep the distances from the sea, it might be for the pleasant absence of international recessions (talking about a complete recovery would be excessive) but, in a way which is almost certain, shipyards and owners restarted a concrete meeting, and the selling restarted at an interesting rhythm.

It was a definitely a happy time, so happy and so crowded.

Also it was "crowded" in news that we, as the other magazines did, wanted to re-tell and document in every detail. Of course we did a necessary



selection, but, useless to deny it, it was a hard working month.

"Happy" because to see an industry that produces such a beauty in its re-rising era it's always a great emotion.

A beauty that clearly shines while browsing the pages of the last issue of The International Yachting Media Digest that, like in every quarter, summarizes and chooses the most relevant news in order to tell them, turned into words and pictures, to our readers.



And the beauty in this issue also becomes a tribute. A tribute to the shipyards that kept on investing, even while the rational thought would have suggested the opposite, and that now, happily, could show their "debuting" to the many interested owners who crowded the wards of the sold-out exhibitions.

And it's exactly for this reason that we decided to give to those "debuting" yachts the majority of our precious magazine's space.

Magazine that, since July, can be browsed on our incredibly fast and free App which, catching the chance, welcomes in its menu a "Special Boat Shows" developing section, aimed to keep you always updated on the incoming news and all the things what we experience live.

It's with a happy satisfaction that, finally, I wish you an amazing reading time.

Luca D'Ambrosio



Ocean Alexander 84R

OCEAN ALEXANDER 84R

A STEP FORWARD FOR THE REVOLUTION SERIES

by Luca D'ambrosio

Ocean Alexander Yachts announce the debut of the new **Ocean Alexander 84R** at the 2019 Fort Lauderdale International Boat Show.

The Ocean Alexander 84R is the second model of the new Revolution Series of yachts by Ocean Alexander.

It's a collaborative design between the offices of Evan K. Marshall and Arrabito Naval Architects, both of which are world-renowned for yacht design and naval engineering.

The first model of the series, the 90R, debuted last year to incredible reception at the 2018 Fort Lauderdale International Boat Show.

When asked about the project, Marshall explained, "With the design of the 84R, we decided to develop the features of this boat to transition from the very popular open deck interior plan of the 70e and combined that with the modern interior design features and materials found in the larger 90R."

He continues to state, "We made a conscious decision to cater to buyers who are looking for a yacht that offers a relaxed family-oriented layout





with the main deck living areas spread out across the entire deck.

This approach has created a spectacular feeling of space, allowing areas to be distinct yet merging together which has created an expansive open-feeling interior.

This is combined, as with the 90R, with an abundance of floor to ceiling windows and glass throughout so that in the daytime the main deck will be bathed in sunlight with spectacular views out to the sea from several areas."

As is the hallmark of all Ocean Alexander yachts, the 84R will also highlight exceptional furniture detailing, combining a mix of materials including satin and high-gloss wood veneers, high-gloss lacquer finishes and Cambria stone flooring and counter surfaces.

The Ocean Alexander 84R, as with its predecessor offers a spectacular full beam sky lounge which is one of the largest in its class. Aft of the sky lounge is a generous aft deck which can feature a hot tub and sunbathing area combined with loose furniture for relaxing and dining. The aft deck also features a full buffet with BBQ grill and wet bar.

For those buyers who still prefer to have an open flybridge arrangement this is also available and takes full advantage of this enormous deck, offering the same features as the enclosed sky lounge, creating a spectacular alfresco space with the same features.

The exterior of the 84R shares several of the Revolution series design feature, particularly the vertical bow.

In addition to creating a modern cutting-edge look, combined with a performance enhancing piercer bulb, this feature, as with the 90R has allowed us to increase the volume of the lower deck accommodations.

This is particularly visible in the VIP stateroom which includes a full walk-around queen bed, small sitting area and vanity desk combined with a walk-in wardrobe and large en suite bathroom.

About Ocean Alexander

Two generations of one family have guided Ocean Alexander for almost four decades.

With manufacturing in Taiwan and United States, Ocean Alexander is consistently one of the top selling brands for large yachts in the U.S. and currently produces models ranging from 70 to 120 feet in length.



Technical Specs

Maximum Length	83' - 6"	25.45 M
Waterline Length	73' 6"	22.4 M
Beam	20' 8"	6.29 M
Draft	5' 4" - 5' 11"	1.63 - 1.80 M
Displacement (est.)	227,732 lbs.	85,000 KG
Fuel Capacity	2,370 gal.	8,971 L
Water Capacity	660 gal.	2,498 L
Holding Tank Capacity	200 gal	757 L
Standard Generator	Twin Kohler® 32 KW	
Standard Power	Twin MAN® V12 1650HP	



Contest 72CS

CONTEST 72CS

A MASTERPIECE SIGNED CONTEST YACHTS

by Luca D'ambrosio

It is unlikely to climb on board the Contest 72 Contest Yachts Contest 72CSCS without getting excited.

Contest Yachts does not simply builds sailboats but creates true masterpieces of naval architecture and, believe me, the difference is perceptible everywhere. Both in terms of construction quality and project design.

If you consider that these yachts are also among the few ones in the world that are able to combine, in a single boat, the characteristics of a blue water cruiser and those of a modern racer-cruiser, then you will certainly understand my eagerness to climb on board this Contest 72 CS.

We're at the Cannes Yachting Festival and, without fear of contradiction, we're about to visit one of the most beautiful sailboats of the boat show.

Contest 72CS – The deck

Contest 72CS, skyviewThe expanse of teak housing the deck of the Contest 72 CS is breathtaking. Designed with obsessive attention to detail, it is absolutely flawless. It's a unique deck that is both the background and the setting of a spaces engineering of rare perfection.

The cockpit is centrally located and sheltered from both atmospheric agents





of a flush deck of rare beauty where five flush portholes and the recessed rigging guarantee an unobstructed view.

Contest 72CS – Interiors

Contest 72 CS, dinetteBelow deck, the visitor is immediately struck by the interiors. The dinette of the Contest 72 CS is simply amazing.

In this large space, the beauty of a modern environment and the charm of a design that does not pose any doubts about being on a sailboat coexist at best.

Everything that surrounds us has been created by the hands of Contest Yachts shipwrights; unique works, designed and built around the owner's requests.

Solid woods, refined fabrics and Contest 72 CS, humidifierwide-plank flooring come together to compose the traits of a salon framed by a huge perimeter sofa which, on the starboard side, houses a dining table and, on the port side, a coffee table covered in light leather, containing a humidifier.

Two cabinets mark the borders of the salon towards the stern.

The starboard one is used by a large chart table and the navigation station while the port one engenders a huge U-shaped galley that, although separated, becomes an integral part of an interior design of unparalleled beauty and refinement.

Contest 72 CS, saloonA door positioned behind the chart table gives access to the master suite which, exploiting the over 5

and rigging. It's an island of luxury and comfort that, thanks to a lowered position, can accommodate a dozen passengers who can benefit from a comfortable backrest, which is not obvious in the next-generation big sailing yachts. Moreover, this lowered profile enables the Contest 72 CS to preserve that "flush" silhouette that gives so much elegance to the boat.

Contest 72CS, downwindThis elegance is not affected even Contest Yachtsby the presence of a real raised saloon that, masterfully, rises from the stern in the form of a dodger to accommodate the large winches, then continues to protect the cockpit and, finally, rises imperceptibly to accommodate the dinette windows. The deck plan is perfect both to sail two-handed and to join a local sailing race. This is made possible by both the

automation and the position of the winches. In "easy sailing" mode, the helmsman has (in addition to buttons, of course) both the central mainsail winch and the two lateral ones (for jib or gennaker sheets) at his fingertips.

In "racing mode",Contest 72 CS, upwind instead, the helmsman is free to steer while the crew can maneuver in total comfort. The distance between the two wheels is more than enough to accommodate a mainsail trimmer while, just behind the helmsman, another couple of winches frees space for the crew while doubling the maneuvering possibilities.

This dual mode shows all its advantages even when the yacht is at anchor and all the space available behind the helmsman can be easily converted into a sundeck. Forward, teak returns to be the main player





© The International Yachting Media



© The International Yachting Media

meters of the overall beam, creates a simply wonderful environment.

Wood and leather, clear and dark contrasting shades frame a huge king-sized bed, whose profile is made of curved solid woods of inestimable value.

On the sides, two bedside tables and two sofas of equal value mark the lateral boundaries of an environment where the extent of the walkway is limited only by the reasonableness of those who really sail.

At the foot of the raised Contest 72 CS, master cabin bed, there is a shower compartment that, in this version, is separated from the owner bathroom positioned in the corridor on the starboard side.

The stern bulkhead and the ceilings, both covered in clear leather, extend the boundaries of an already huge environment significantly beyond its physical limits, creating something that can be found only on yachts of greater size.

Forward of the salon, going down a step, there are two VIP cabins, each with a queen-size bed, private bathroom and separate shower.

Contest 72 CS, VIP cabin These cabins are both generous and, due to their quality and materials, have little to envy from the master one.

The access to the crew zone, Contest 72 CS, VIP cabin 2 positioned in the bow section in this version, is possible both through a watertight door located next to the bathrooms of the VIP cabins and the large hatch in the bow.

This cabin houses two single bunk beds, a private bathroom and a comfortable sofa.



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Conclusions

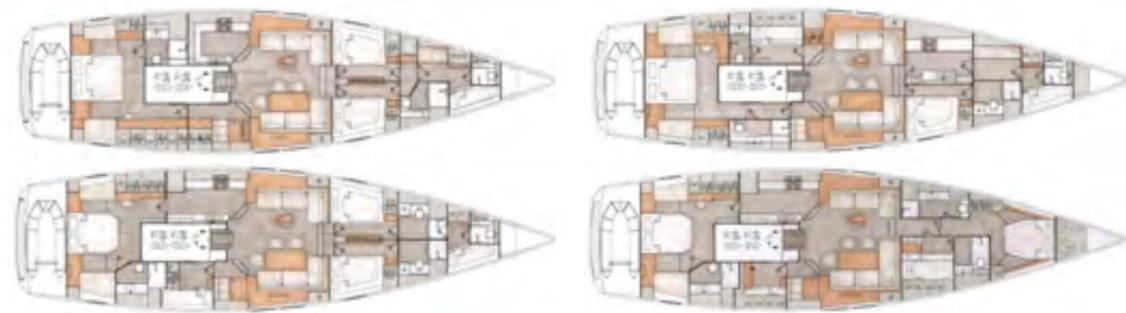
Overall design and single details compose a true masterpiece of naval art. Built around the specific requests of their owners, Contest Yachts are effectively custom yachts. Consequently, every boat is different from the others.

The owner of a Contest yacht is an experienced sailor who, while looking for

a design item, wants the best in terms of quality and seaworthiness.

Attractive, fast and safe, these yachts are perfect to both travel around the world in first class and enjoy unforgettable summer cruises where, inevitably, they can't go unnoticed.

Sure, they are exclusive products but perhaps this is why they are so sought-after.



Solo alcune delle possibili versioni degli interni del Contest 72CS



© The International Yachting Media



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Contest 72CS -Technical Specs

Length overall	21.80m	71.5ft
Length waterline	18.99m	62.3ft
Maximum beam	5.70 m	18.7ft
Displacement	44,300 kg	97,664 lbs
Draft bulb throat	2.80 m	9.18ft
Ballast bulb throat	16,500 kg	36,376 lbs
Mast height above waterline	31.20 m	101.1ft
Main sail	133m2	1,431ft2
Genoa 111%	129m2	1,388ft2
Fuel tank	1,700 liters.	373.9 imp. gal.
Water tank	1,018 liters.	223.9 imp. gal.
Optional water tank	200 liters.	44 imp.gal.
Engine, Perkins	165kW	225hp



Franchini
MIA 6.3

FRANCHINI MIA 6.3

THE MOST BEAUTIFUL
BOW IN CANNES IS
BY FRANCHINI YACHTS

by Luca D'ambrosio

It's an authoritative name what stands behind the new Franchini Mia 6.3. And it's even more important if we consider it as a part of the recent trend that sees the mutual influence between sail and motor place new models of unquestionable beauty and success on the market.

Massimo Franchini is an absolute pioneer of this contamination.

Already in the 2000s, in fact, Franchini Yachts built two among the most beautiful boats of the time: the Franchini 53 L, an amazing blue water cruiser, and the **Emozione 55**, probably one of the most sophisticated lobster boats ever built.

It is therefore not difficult to understand our excitement when we had the opportunity to visit the Franchini Yachts' booth and see the final designs of the Franchini 6.3 Mia which, unveiled in world premiere at Cannes Yachting Festival, is scheduled to be launched by the end of this year.

Franchini Mia 6.3





Massimo Franchini masterfully sketches the outlines of this pure amazing open boat that is innovative and concrete at the same time, as usual for all the designs bearing his name.

If, in fact, the beauty of this big runabout is captivating, the overall balance of this project definitively bewitches.

Moreover, a prismatic coefficient that leaves no room for interpretation unequivocally preludes to excellent seaworthiness features that are essential to obtain a safe, dry and comfortable sailing experience.

Clean and curved lines develop from an astonishing bow and run without interruption until the stern, tracing the boundaries of an exclusive, refined, unique ambience.

And “unique” seems to be the most suitable adjective to define the Franchini Mia 6.3, a boat that manages to be beautiful without looking like any other boat.

Undoubtedly unique is the bow, certainly the most beautiful one of the Cannes Yachting Festival and the only one to combine the distinctive design of a beautiful reverse bow with the seaworthiness of a traditional one for extraordinary stability at sea.

The bow is harmoniously joined with the deck, by evoking the typical design of a classic speedster and tracing the boundaries of a Portuguese deck that, in terms of shape and dimensions, has nothing to envy to a superyachts one.

The result is a walk-around deck surface where passengers can easily move from the bow to the stern in total comfort.

The owner can choose between different versions and customize the Franchini Mia 6.3 according to his personal needs, as befits a true semi-custom concept.

The boat is available in three versions: Open, T-Top and Hard Top that, added to the numerous interior layout options available (from two to four cabins, with or without crew cabins), develop many configurations, all designed to best cater to owners' needs.

The construction technique, too, is high-level. Both the hull and the deck are vacuum-sealed with epoxy resin and, thanks to a special Franchini patented method and the use of nanotechnologies, result into a sturdy lightweight structure that guarantees excellent soundproofing on board.



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Even the hull design is noteworthy. Waterlines, in fact, have been designed by the well-known naval architect Roberto Prevel thanks to Computational Fluid Dynamic (CFD) calculations.



“ If the beauty of this big runabout is captivating, the overall balance of this project definitely bewitches. ”

Moreover, the hull is designed to accommodate the IPS engines that, combined with next-gen steering joysticks, deliver excellent performance and extraordinarily easy handling at sea.

In conclusion, the Franchini 6.3 Mia is a really special open boat. We're looking forward to testing her.

Technical Specs Hard Top version

LOA	19.20 m
Hull length	18.20 m
Max Beam	5.24 m
Draft	1.40 m
Fresh Water Capacity	1,000 l
Black Water Capacity	400 l
Fuel Capacity	3,000 l
Engines	VOLVO IPS 800 / 950
Unladen Displacement	23,000 Kg
Laden Displacement	29,000 Kg
Top speed (IPS 800)	30 knots
Cruising speed (IPS 800)	23 knots
Top speed (IPS 950)	33 knots
Cruising speed (IPS 950)	26 knots





Swan 48

SWAN 48

THE RETURN OF THE MYTH BY GERMAN FRERS

by Diego Ruggiano

More than 40 years after the launch of the first iconic Swan 48 that, designed by Sparkman & Stephens, literally made the history of sailing, Nautor 's Swan introduces the new Swan 48: a blue water cruiser for fast cruising.

" Like every design coming from our drawing board, the new Swan 48 has been designed with heart and passion. But rather than acting on a flash of inspiration, this new Nautor model is the result of a rational brief based on market analysis and the experience of the builder, agents and designers coordinated by Nautor's Product Line Leader", German Frers states.

Designed as an ocean cruiser, the Swan 48 is distinguished by a great attention to performance as well as a significant focus on family comfort needs on board.

The owner can choose between three different keel layouts: standard, shallow and deep, the latter of which is, of course, provides better performance.

Equipped with two rudder blades, the boat promises to be responsive and pleasant to steer, even at high heeling angles.

The interiors reflect the traditional Swan style whose lines, while being classic and elegant, are modern and light at the same





Technical Specs

LOA	14.78 m	48.49 ft
LWL	13.88 m	45.53 ft
Beam	max4.59 m	15.06 ft
Draught (light)	2.40 m	7.87 ft
Displacement (light)	15.000 kg	33.070 lbs
Engine Volvo D2-75 Saildrive	55 kW	75 Hp
Main sail	sail77.1 m2	830 sq.ft
Jib	62.5 m2	673 sq.ft
Gennaken	216.7 m2	2333 sq.ft
Fuel	360 l	95.1 USg
Water	500 l	132 USg

time, offering a feeling of space that expands the boundaries of the dinette beyond its physical limits.

The galley houses a large refrigerator, perfect to store a great amount of food. The night area consists of three cabins and two bathrooms, each with its own shower box. The master cabin is positioned in the bow section while the VIP and the third, smaller, cabin are located in the stern.

Noteworthy is the possibility to customize the interiors and choose between the various "moods" designed by Misa Poggi: Northern Light in perfect Swan style, Blue Eyes inspired by Northern style and Red Velvet for a more Latin atmosphere. It's an important return that we're looking forward to see. Fortunately, we won't have long to wait since the new Swan 48 is on display these days at the Cannes Yachting Festival (Port Canto, booth 156).





Pardo 38

PARDO 38

THE SMALLEST MODEL
OF THE RANGE IS
SEXY AND ELEGANT

by Michele Dwamena

Officially unveiled at the Cannes Yachting Festival, the Pardo 38 is immediately distinguished by her elegance.

The lines explicitly recall the design of her elder sisters that, even in this case, are extraordinarily attractive and well-proportioned.

Despite its size, the deck is still walk-around and provides easy movement on board.

In order to best meet the owners' needs, the shipyard makes available many engine packages.

The exteriors of the Pardo 38

Designed by Cantiere del Pardo in cooperation with Zuccheri Yacht Design, the Pardo 38 astonishes for her wise space management.

Once climbed on board, the visitor immediately finds an extremely comfortable boat without the typical movement constraints that one might expect from a 38-footer.



A clear example of this is offered by the astern seats that, elegantly refined, are certainly not less impressive, in terms of quality and dimensions, than those of the elder sister, the Pardo 43.

The seats can accommodate up to 6 passengers and are therefore perfect to have a meal with your family or friends also thanks to the presence of a sink and induction hobs that, positioned just behind the steering console, complete this zone with additional comfort.

The bow section houses a comfortable and elegantly refined three-seater sun pad. The carbon fiber Hard Top covers the wheel house and extends up to the dining area.

An electrically-operated bimini allows to further extend the cover and shade even the stern section of the boat.

Pardo 38 : the interiors

The interiors are amazing. Down the staircase, situated next to the steering console, there is a wide open space, whose interiors are surprisingly large for a 38-footer. This area is furnished with a king-sized double bed, a private bathroom with separate shower box and a double cabin in the stern.

Noteworthy is the solution used by Cantieri del Pardo which allows it to stand upright next to the two single beds, also in this area which, although positioned under the cockpit, enjoys excellent habitability.

The two portholes on the sides of the double bed allow excellent ventilation, especially when the boat is at anchor.



Considering the size, this boat offers space and solutions typical of boats of a longer length, so as to be valid also for medium and long-range cruising.

“The lines explicitly recall the design of her elder sisters that, even in this case, are extraordinarily attractive and well-proportioned.”

Engine packages

The Pardo 38 is offered with many different engine options in order to meet every need.

The standard version includes a Volvo V6 280HP engine but the owner can choose to install the new Volvo diesel D4 (2 x 300HP) or D6 (2 x 380HP or 2 x 440 HP) engines.

These new DPI engines include a new hydraulic clutch, the steer-by-wire connection, the Dynamic Position System and, of course, the famous Volvo joystick. This set of new technologies should make it possible to have a driving experience very similar to that of IPS engines, even if with stern drives.

The Pardo 38 can even be fitted with outboards, which will certainly appeal to the American market.

The central part of the astern platform can, in fact, accommodate two or three outboard engines for a total power of 900HP.





Pardo 38 Technical Specs

LOA	11.90 m
Width	3.60 m
Displacement	7 t
Fuel Tank Capacity	1000 l
Water Tank Capacity	180 l
	VOLVO V6-280 HP PATROL (STANDARD)
	Volvo d4-300 cv x 2 diesel (opt)
	Volvo d6-380 cv x 2 diesel (opt)
	Volvo d6-440 cv x 2 diesel (opt)
	Mercury verado 300 cv x 2 (opt)
	Mercury verado 350 cv x 2 (opt)
	Mercury verado 300 cv x 3 (opt)
CE Category	B
Builder	CANTIERE DEL PARDO
Concept	ZUCCHERI YACHT DESIGN
Interior and Exterior Design	ZUCCHERI YACHT DESIGN & CANTIERE DEL PARDO

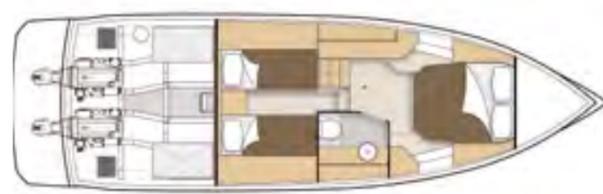
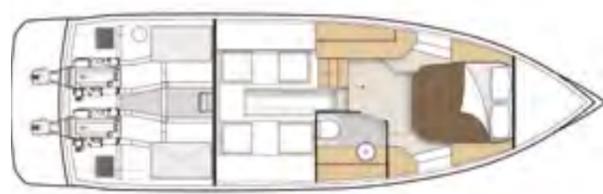
Conclusions

Then new Pardo 38 has kept her promises. Despite a length of just 12 meters, she replicates the same luxury and glamour level than her elder sister, the one that has quickly made them authentic design icons.

The quantity and quality of the solutions used on board make this boat perfect for

many purposes, from simple daily trips to long summer cruises.

Far from being just a simple fast cruiser or design boat, the Pardo 38 completes the range with elegance, revealing herself as a complete functional boat able to amaze but also to adapt to the most varied owner's needs.



FILIPPETTI YACHT

THERE, WHERE THE YACHT IS
CREATED AROUND ITS OWNER

by Luca D'ambrosio

Filippetti Yacht, one of the shipyards that best represent the Made in Italy in the world, is celebrating its 10th anniversary these days. Capable of complex designs characterized by a very high customization level, the shipyard is run by Fausto Filippetti who, from the top of his 40-year experience, has accompanied us to discover his company.

Discovering Filippetti Yacht

Unique in every way, this shipyard starts to amaze the visitor even before crossing the threshold. Conceived and built specifically for the construction of big yachts, it evokes their shapes with a silhouette that leaves no doubts about its function.

Here, the construction of yachts is central and, unique in its kind, visible without filters from the outside. This unequivocally suggests a certain pride in being able to build flawless boats. The enormous central glass arcade, indeed, reveals a production that not only does not fear being visible but that, on the contrary, benefits from both the input of an enormous amount of light and the gaze of those who, in love and attentive, love to see a large yacht built to the perfection.



And there are many big yachts under production today. Placed side by side, they testify, better than any advertising, how boat owners from all around the world choose this shipyard for the construction of their own dreams.

More than 120 are the total meters of the 5 boats currently under production. The starting point is a 30-meter amazing superyacht that, completely custom, is scheduled to be launched in the next few months.

Then, there is a Navetta, another iconic Filippetti Yacht model which, as proof of the high level of reliability of these boats, was delivered to its Australian owner by sea with a 3,000-mile crossing from Singapore to Perth.

Next to her, we find the stern of a F78, one of the Flybridge models that, characterized by lines that are elegant and sporty at the same time, manages to create surprisingly large exterior areas within just 23 meters of length.

The art of shipbuilding is perceptible everywhere. Hard woods, valuable



tribute to the sea, to navigation and to the art of shipbuilding.

A show-room completely dedicated to customization welcomes us with a triumph of components, lights, countless fabric samples and all the accessories that are needed not only to fit a boat but also to make it a unique indistinguishable item created around its owner's needs.

Here, the owner can make his project come true, regardless of its difficulties.

A clear example of this comes from the second unit of the Navetta 26 which, built specially in a Northern version, now sails between the fjords and the ice of northern seas, protected by her special bow and a

finishes and great attention to details are immediately visible in all the big yachts under construction.

The exhibition is closed by two units of the "smallest member" of the Filippetti family which, with a length of 17.38 meters, literally enchanted visitors during the last Miami Boat Show where we, too, had the opportunity to visit her: the **Filippetti S55**

“ This unequivocally suggests a certain pride in being able to build flawless boats. ”

However, it's only by entering the company that one can understand the reasons for the success of this shipyard. Design, engineering and beauty pervade every space that is subsequently characterized by forms and functions that represent a true



flybridge that, closed and heated, makes these explorations possible in total comfort.

Those who choose a Filippetti Yacht are certainly demanding owners.

Like that one who, some years ago, asked

for an amazing F93 which, designed by Fulvio De Simoni and fitted with twin MTU 16 V 2000 M94 engines, can sail at over 40 knots in total safety in the American ocean waves.

The unbridled passion of Fausto Filippetti



© The International Yachting Media



is the driving force of this shipyard, now supported by his children Martina and Giovanni at the helm.

It's a passion that goes beyond the boundaries of the shipyard of Pesaro. A passion that reaches Trieste and Olbia,

where, with over 50,000 square meters of surface available, Filippetti Yacht provides its customers assistance, maintenance and refitting.

We're therefore talking about a very particular, maybe unique, shipyard. We look forward to testing its boats.



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SELVA MARINE

HOW AN OUTBOARD IS BORN

by Marco Pinetto

Selva Marine : from metal to outboards

“ There are only two companies in Italy that are able to switch from an aluminium block to a complete engine. One is Ferrari, the other is Selva Marine... ”

It is with this statement that our journey inside the Selva Marine factory in Tirano begins.

And the words spoken by Carlo Selva, a member of the fourth generation of the Selva family, are definitively strong.

Especially if we consider that Selva Marine operates in a sector, namely the engine motors sector, that is increasingly controlled by large Japanese and American multinational companies.

It is difficult to compete with these giants but Selva, thanks to its production capacity and its high quality standard, has done much more.



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where some turning machines of different sizes work at full speed. Some of them are technological and can work even on a transverse axis but, of course, require careful digital programming.

Once the shape Selva Marine, processing is achieved, the aluminium semi-finished products are first sandblasted with a special stainless steel powder, then immersed in an anticorrosive liquid.

They are subsequently plastered and subjected to several painting cycles. Carried out by expert hands, these treatments aim to guarantee an appealing design and a greater durability.

At this point, the parts are sent to the assembly department.

The latter is situated in the span of the factory. Here, the parts are first tested and then assembled as needed.

Selva Marine, engine parts Some of them are assembled to become complete engines while others stop at a previous step because they will be shipped to become engines of other engine companies.

During our visit, for example, the employees were processing some parts for engines of up to 700HP. They were really huge, seen out of the water.

An aspect that impressed us was that the department is surrounded by hundreds of jigs and templates of different shapes and sizes.

The company, Selva Marine factory indeed, in addition to manufacture its own outboard line, also produces precision parts for some big brands, such as Yanmar, Seven Marine and Torqeedo.

This is a clear demonstration of how the efficient realities of Made in Italy can stand out and compete “on equal terms” in the global market.

Returning to Carlo Selva’s words and to his comparison, we can say that, unlike Ferrari that we have never visited, we can certify Selva with great pleasure.

Here, in fact, like in an episode of How it’s made, we saw with our own eyes how an aluminium block can turn into an engine.

How an engine is born in Selva Marine

Selva Marine, aluminium block We started from the foundry department where, five days a week, the aluminum is continuously melted and then poured into the moulds.

The subsequent pressing process gives shape to the pieces. The moulds available are more than 250 and the production capacity of the department reaches up to 600 parts a day.

Some pieces have complex shapes and require precision machining.

For these reasons, they are processed directly in the mechanical workshop



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Accumulated over decades of activity, these templates are used to facilitate the processing of products and are a source of pride for the company since they are made in-house.

Moreover, the company Selva Marine, engine covers equipped with a tempering department where the products are made more mechanically resistant.

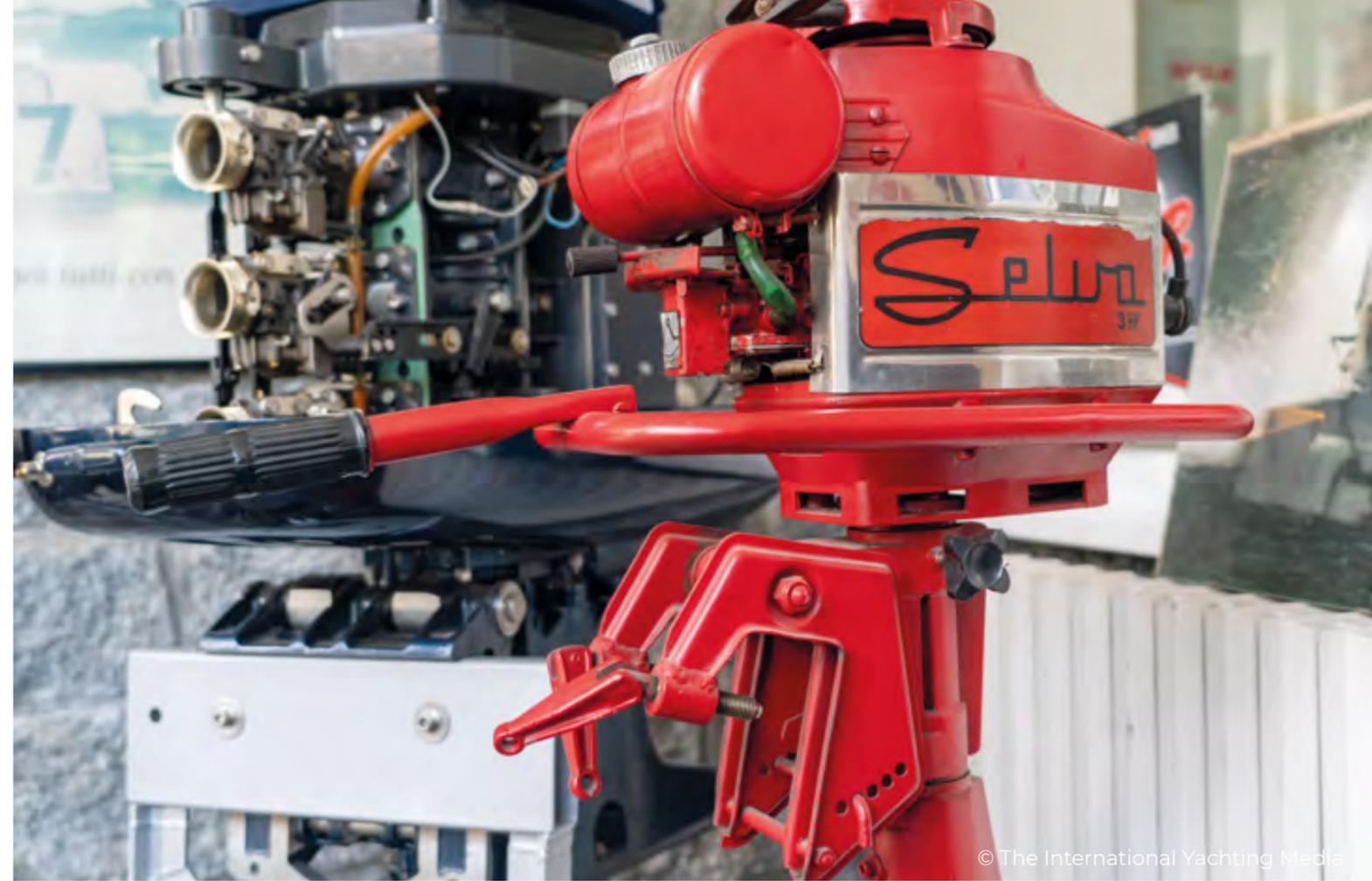
Finally, in the testing room, the engines are tested in order to analyze their power and polluting emissions. This is a very important step for the purpose of certification.

“Selva, thanks to its production capacity and its high quality standard, has done much more”

The room houses a series of tanks where the engines are placed as if they were in water. The room is also used as a laboratory to test the development of innovative products. What is developed inside is often secret, we can't reveal what we saw but we can say that new ideas seem to have found their natural habitat here.

Selva Marine, tanksCertifications are another important aspect. In order to be a supplier of big international brands (especially the Japanese ones), Selva needs to have many external quality certifications, both in terms of production and experts.

Carlo tells us with a smile that he has lost track of how many they are; every brand and every country require a specific one. This results into an important and demanding commitment that, of course, is also the best guarantee of how high the level of quality expressed by this Italian company is.



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Selva Marine's history

The economic boom of theSelva Marine 3H '70s was source of opportunity for many Italian businessmen.

Especially in the yachting sector that was in its infancy. Lorenzo Selva, the founder of Selva Marine, was able to seize this opportunity.

In the post-war period, the company manufactured, in its factory of Sesto San Giovanni, mechanical parts for some historic Italian car manufacturers. In the same period, the famous motor boat driver Ezio Selva sailed with an outboard made by his family factory.

Selva Marine, factoryDuring a race in the seaplane base of Milan, he met the sales

representative of a big German company that was interested in the production of an outboard engine for recreational boats. The first and historic 3HP Selva outboard was born precisely from that request.

In 1959, the founder of the company, Lorenzo Selva, experienced some troubles with some of his traditional automotive customers and decided to change his business.

So, he moved the production to Tirano, where marine engines became the core business of the company together with the sale of motor yachts and RIBs.

Today, after more than 50 years of history, Selva Marine is still run by the Selva family and is an international company that can create an outboard from zero through a completely in-house production cycle.



Sea trial
Monte Carlo Yachts
MCY 76

MONTE CARLO MCY 76

SEA TRIAL FOR THE LAST MONTE CARLO YACHTS' CREATION

by Marco Pinetto

Despite having inherited the acronym of her predecessor, the MCY 76 is a completely new boat.

The launch of this boat not only marks an important achievement for Monte Carlo Yachts but also closes, at least for the moment, the new Vision series, the last masterpiece by the Nuvolari Lenard design studio.

The new MCY 76, in fact, succeeds in setting new and very high standards of beauty and refinement, elegance and design while remaining in clear contact with the previous models.

We're talking about an extraordinary boat that we looked forward to testing in its natural element: the sea.

MCY 76 Sea trial

The stretch of water in front of Trieste offers us perfect weather conditions. A light breeze is blowing from south-east, filling the gulf and slightly rippling the sea.

Leaving Monfalcone, we proceed slowly; the MCY 76 sails, silent and safe, between the



buoys delimiting the channel that leads us to the open sea.

We're sailing at 6 knots. The noise of the two MAN V12 1400 engines is almost imperceptible inside the boat.

As we're free from the speed limits, we pull the gas throttle down and launch the MCY 76 in order to collect all speed and consumption data. At little less than 12 knots, at 1,200 rpm, we get the boat on plane with a fuel consumption of 8.4 l/nm.

We go on accelerating until we reach a top speed of 26 knots. The yacht is stable, precise and comfortable, just as a 23-meter 52-ton yachts should be.

The interior noise level is never annoying as the number of engine revolutions increases, I can talk to my colleagues as if I were in my living room.

This is an important point in favor of the shipyard since it is not easy to reach such a soundproofing level, especially if we consider that the boat is powered by two V12 engines, 1,400HP each.

I continue my test by climbing on the flybridge. This is definitely the favorite place for owners to steer the boat on a day as beautiful as this.

I reach the helm station walking the upper deck that is an additional fully-equipped living area, sheltered by an elegant Hard-Top, whose structure is made of carbon. From here,

I start to perform a series of turns, I tighten the radius more and more until I draw a perfect circle at a speed of 20 knots. The boat remains stable, we pass through the



few waves we encounter almost without realizing that while the deck remains always dry.

However, it's when I slow down that the new MCY 76 amazes me. This new hull has a brilliant sailing capacity even at displacement speed, which is really unexpected on a Flybridge model. The boat, indeed, can sail between 8 and 10 knots with a very low fuel consumption, great stability and unparalleled comfort.

These are precious ingredients for night navigation and long-range cruises, the "dulcis in fundo" of a boat that convinced us in every way.

Monte Carlo Yachts MCY 76 - Description

As we enter the interiors of the main deck, we are welcomed by a very bright environment characterized by a series of windows that guarantee a two-way communication between inside and outside.

The light shades of this area are warmed by a clever use of wood and return an overall vision that is light and luxury at the same time.

This huge space is furnished with some sofas that, facing some armchairs of contrasting colours, give character to this elegant and particular environment.

Continuing our tour, we find a central dining area with a galley equipped with a U-shaped worktop and a table for six with breath-taking view on the sea. Here, the element that acts as a link between the galley and the table is marble, the precious material used for both tops.



The crew cabin, situated aft, has three berths, a toilet and a fully-equipped galley.

To describe the exteriors of the MCY 76, we must mention its bow section first.

The walkway that splits the Portuguese deck is a disruptive scenographic effect, a true hallmark of all Monte Carlo Yachts, introduced by Nuvolari Lenard.

Climbing on the flybridge, in the shadow of the above-mentioned Hard Top, we find a special area equipped with all you may wish to enjoy both relaxing moments and glamorous nights.

It is equipped with an additional galley, two tables surrounded by sofas and, in the stern section, a large sunbathing platform with two soft chaises longues.



Forward, between the console and the point of access to the lower deck, a cabinet houses a hidden piano. This is a detail made at the owner's request which gives an idea of how the shipyard is available to customize its boats.

Going down the staircase, positioned on the right of the control console, you enter the lower deck.

The Master Cabin is located towards the stern, in a central position, to make the most of the nearly six-meter maximum width offered by the MCY 76.

The master suite is huge and beautiful. The interior design perfectly exploits every single square centimeter of this area, managing to host a suite that, in terms of spaces and equipment, has little to envy to a superyacht's one.

The king-size bed is surrounded by large walkways, at the borders of which there is a desk / boiserie and a sofa which, given the size and the construction of the armrests, can also be used as a chaise longue.

The lateral boundaries of the Master Cabin are embellished by the windows that design the style that characterizes all Monte Carlo Yachts.

A large, cleverly positioned walk-in closet is simultaneously at the service of the cabin and the bathroom dedicated to it: another design masterpiece.

The lower deck layout is completed by three cabins: two double and a VIP one positioned in the bow section, all equipped with private bathroom.





MCY 76 di Monte Carlo Yachts Performance

RPM	Speed in Kn	lt/h
600	6	5
800	8,7	7,3
1200	11,8	8,4
1500	14	15,7
1600	14,8	16,2
1700	16,5	16,9
1800	17,9	17,8
1900	19,6	17,6
2000	21,4	19
2100	22,8	19,8
2200	24	20
2324	26	20,7
Minimo Planata	11,5	

Sea Trial Conditions: calm sea, light breeze, 12 passengers on board, fuel tank at 50%. | Engines: 2 X MAN V12 1400

Technical Specs

LOA	23.06m
Width	5.75 m
Weight	52 t
Fuel Tank Capacity	5,00 l
Water Tank Capacity	1,000 l
Engines	2 x MANN V12 1400 or 2 x MANN V12 1550
CE Category	A
Construction Materials	fiberglass, Kevlar, Carbon Fiber
Naval architecture and engineering	Monte Carlo Yachts
Interior and Exterior Design	Nuvolari Lenard





Sea trial
Absolute
Navetta 68

ABSOLUTE NAVETTA 68

THE PLEASURE OF SAILING

by Marco Pinetto

We sea trial the brand-new Absolute Navetta 68 on a warm summer day.

Absolute Yachts' latest creation enters the range between the **Navetta 58** and the flagship, the **Navetta 73**, maintaining the key characteristics that have determined the success of the line.

Indeed, the watchword remains space that, intended to offer guests absolute comfort, translates into the desire to spend a long time on board, whether in the port, at sea or at anchor.

And this is a thought that perfectly summarizes the concept that Absolute proposes to boat owners with its Navetta models.

Testing the **Absolute Navetta 68**, we find out a renewed attention not only to design but also to interior and exterior details that further embellish this new model, which is an unmistakable sign that the shipyard is aiming even higher.



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Absolute Navetta 68 Sea Trial

As soon as we climb on board, we realize the key characteristics of the boat. A cockpit with a width of 4.5 meters and a length that is more than the half of it accommodates an outdoor table and the aft seating. Perfect for outdoor dining, this environment immediately suggests the possibility to benefit from large living spaces.

The same feeling accompanies us in the dinette, an open space that encloses a U-shaped galley, a table for 8 and a large saloon with double sofa and pop-up tv screen. Here, getting close to the forward helm station, we find out the great functionality of this configuration. The galley, in fact, can easily serve both the

interior and the exterior while the saloon is enveloped by large lateral windows that, in addition to flooding it with a great amount of natural light, also offer a unique view on the sea. A remarkable solution is offered by the handrail on the side-deck, whose railing-shaped structure does not obstruct the view. Designed by Minotti, furnishings are extremely elegant.

The interior helm station is on a higher level than the deck and separated from the aft living zone by an electrically-operated folding wall.

While maneuvering to exit the port, we realize how functional the latter is: when open, it amplifies the view and therefore facilitates mooring maneuvers; when closed, instead, it provides the saloon with additional privacy.

Out of the port, we realize that, inside the boat, the engine noise is really minimal. And this is confirmed when we start our speed and consumption test.

From when we get the boat on plane, at 14 knots and 1,800 rpm, to when we reach the top speed at little less than 2,400 rpm, the noise produced by the two IPS 1200 engines seems not to change. From the dinette, we notice that the noise is equal to around 72 decibels. Navetta 68 is silent and the navigation inside her is comfortable.

Steering this yacht is not difficult at all. Precise and fluid, the boat is extraordinarily seaworthy.

Although the top speed – 25 knots – is undeniably interesting for a boat for which sportiness is definitely not the main

characteristic, the best is shown when sailing at cruising speed. Planing at 20 knots is a pleasure, as is sailing at a displacement speed of 10 knots. The latter is the perfect speed for long-range cruising and night sailing since fuel consumption is really low – less than 6 liter per mile – and guarantees a range of almost 600 nautical miles.

During our test, the sea is flat and we decide to intercept the wake of the other boats to test the hull performance. Then, we make some concentric circles crossing our wake. The turn radius is astonishing for a boat like this. The Absolute Navetta 68 cuts through the waves without problems and maneuvers remain always soft.

Climbing on the flybridge, we immediately notice that it has everything we need. In addition to the additional helm station,



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indeed, it is equipped with an outdoor galley with wet bar, an additional outdoor table with sofas and a large area with chaises longues in the stern.

Steering the boat from here is equally pleasant. The feeling at the helm, with the wind in our hair, is very similar to the one you can get on a sporty fly, even if both the size and the boat type are very different.

While returning to the port, we explore the night area on the lower deck. The version we have tested is equipped with two double cabins, a twin-bedded cabin and a large storage compartment.

Moreover, a crew zone with two berths and one bathroom has an independent access from the stern.

The master cabin is positioned forward and on a higher level than the other cabins.

Furnished with a large central bed, it benefits from the light entering from the windows on each side.

Decorated with fine materials, including the sophisticated upholstery behind the headboard, the cabin has a large en-suite bathroom that, equipped with a double washbasin and an extra large shower box, has nothing to envy to the services of a 5-star suite.

Few steps lead to the rest of the cabins. The VIP one in the stern, very similar to the master cabin, is equipped with a private bathroom.

The other cabin, located on the starboard side of the boat, has instead two beds. The bathroom is accessible from the corridor and can also function as a day toilet.



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Conclusions

The Absolute Navetta 68 has proved to be the ideal yacht for medium- and long-range cruising.

Silent and easy-to-steer, she has good performance at both planing and displacement speed, always guaranteeing high-level comfort to her guests. To cover many miles without using too much fuel will be easy and gratifying on this yacht.

On board the Navetta 68, transfers will be therefore not only useful to reach your destination but, as stops at anchor, will become an integral part of the “cruising” experience you can enjoy with this excellent yacht.



Technical Specs

LOA	20.52 m
Waterline Length	17.54 m
Width	5.62 m
Draft	1.72 m
Weight	53 t
Fuel Tank Capacity	3,500 l
Water Tank Capacity	910 l
Engines	2x D13-IPS 1200 or 2x D13-IPS 1350



Absolute Navetta 68 Performance

RPM	Speed	Fuel Consumption (l/h)	Fuel Consumption (l/nm)	
600	5	10	2	
1,000	8.1	36	4.4	
1,200	9.8	58	5.9	
1,400	11	86	7.8	
1,600	12.5	128	10.2	
1,800	14.5	173	11.9	Planing speed
2,000	18.3	229	12.5	
2,200	21.5	278	12.9	
2,370	25	330	13.2	

Engines : 2x D13-IPS 1200
 Test Conditions: calm sea, fuel 50%, water 30% and 9 passengers on board





Wine & Spirits
Mazzanti

Sea trial GS 48 Performance

GS 48

PERFORMANCE

FAST BY NAME, BY NATURE.
COMPLETE SEA TRIAL

by Marco Pinetto

When a fast cruiser stems from the waterlines of its race version, it generates the inestimable quality of preserving excellent performance “tamed” by a simplified equipment that is specially designed for cruising.

This postulate finds absolute confirmation in the Cantiere del Pardo GS 48 Performance that we have just tested.

GS 48 Performance Sea Trial

After years elapsed between races GS 48 Performance sailing close to the wind on performing yachts and cruises on comfortable boats, I've learned to perfectly recognize the difference between these different types of boats.

While the second leads you to your destination in total comfort, the first one offers strong emotions during navigation.

The new GS 48 Performance, instead, combines the two different aspects. It is sufficient to steer her to realize that she is a comfortable, easy-to-manage and very fast boat.





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The wind in the Gulf of Trieste is blowing about 12 knots and generates some light waves on the sea surface.

Just the time to open the lazy bag where the mainsail is accommodated that we quickly hoist it and unroll the jib. Then, I start to sail close-hauled. The instrument marks a speed of 8 knots with a true wind angle of 55 degrees.

We're running really fast.

GS 48 Performance Test In order to keep this sailing point, I bear away a little. The boat has a light natural tendency to luff as all well-balanced models do.

So, I slightly release the pressure I exert on the wheel with my hands and let the boat move alone.

The GS 48 Performance goes on sailing close to the wind while losing just a little speed.

At 50 degrees from the true wind (with a true wind of 30 degrees) we're still running at over 7.5 knots, which is an excellent result, especially if we consider that the boat is equipped with a self-tacking jib.

But what amazes even more is the responsiveness and precision of the wheel as well as the capacity of the boat to transform the changes in the wind strength into speed.

With these premises, it is easy to luff and bear away and therefore maintain a top performance with a high average speed. The mainsail GS 48 Performance Code 0 trimmer today is the designer of the

GS 48, Marco Lostuzzi, who leads us to the discovery of both the boat and its performance capabilities.

Tacking with this boat is an extremely easy maneuver on this boat. The jib is self-tacking and the mainsail has a fixed fairlead.

The GS 48 therefore remains always fast and stable.

The precision of the wheel contributes to maintain the sailing point steady and, when necessary, a complete set of electric easy-to-reach winches support the sail trimming operation.

GS 48 Performance, stern Moreover, the boat is equipped with a furling Code 0 installed on the bowsprit.

The wind gets stronger and, with a 100-degree true wind angle, we are running at 10 knots.

The GS 48 Performance has no difficulty in such wind conditions.

At 150 degrees from the true wind, our instrument still marks 7.5 knots. It's an excellent speed, achieved without using the gennaker.

The interiors of the GS 48 Performance Fine and elegant, GS 48 Performance, dinette the interiors of the GS 48 Performance are designed by Nautica Design.

The boat layout is composed by a large central dinette, a master cabin with private bathroom and two astern cabins with one single bathroom that can also be used as a day toilet.

The maniacal attention to the detail finds confirmation in some remarkable details



that can make the difference when staying on board.

Positioned under the big master bed, in addition to some lateral lockers, there is, for example, a wide storage compartment that is easily accessible without lifting the mattress.

GS 48 Performance, bathroom Spacious and with a shower box, the master bathroom also includes an easy access to seacocks.

The bathroom reserved to the two astern cabins, instead, has a privileged access from the starboard one that is also the larger of the two cabins. This spacious area also accommodates a wardrobe where passengers can put their wet sailing jackets. Even the dinette, flooded with natural light, features two interesting elements.

The first is the dining table that, positioned on the left, has a closing system that is not only easy to use but significantly reduces dimensions, allowing for a easy circulation between seats.

The second oneGS 48 Performance, master cabin is the the chart zone that, obtained from a table adjacent to the sofa, frees us much space in this environment.

The dinette is completed by a L-shaped galley that, equipped with tilting burners and a large sink, features two fridges: a cockpit one and a drawer one.

Moreover, a convenient waste compartment, through an opening on the hob, makes it possible to eliminate waste quickly and comfortably.



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Le prestazioni del GS 48 Performance

	TWA (True Wind Angle)	AWA (Apparent Wind Angle)	Wind (kn)	Boat Speed (kn)
Upwind navigation with self-tacking jib	50	28	12	7,6
	55	35	12,5	8
	70	42	12,5	9
Downwind navigation with Code 0	95	60	13	8,7
	100	61	14	10
	105	67	14,5	9
	130	92	14,5	9
	150	124	14,5	7,7

Performance detected with a wind between 14 and 14.5 knots, slightly rough sea, 6 passengers on board. The boat we tested was powered by a Volvo Sail Drive 74 HP engine with three-bladed propeller.



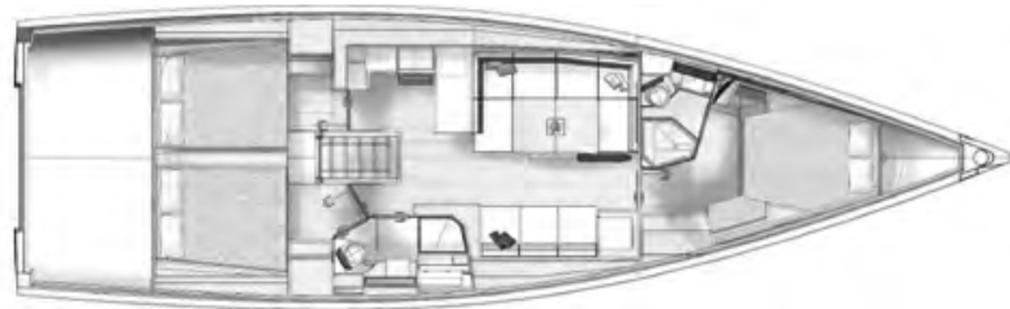
Conclusions

The Cantiere del Pardo GS 48 Performance we tested will appeal to all those who like sailing fast with little crew on board.

Moreover, the shipyard offers the possibility to implement some elements of the Race version (construction materials,

deck equipment and interiors) in the Performance one (and vice versa).

This means that the possibility to establish a compromise between performance and comfort is at the discretion of the owner, which is a not inconsiderable detail.



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Caratteristiche tecniche

Concept	Marco Lostuzzi
Interiors	Nautica Design
Hull Length	14.90 m
Overall length	15.85 m
Width	4.5 m
Draft	2.80 m (2.60 opt)
Displacement	11,500 kg
Hull Construction Type	Vinyl epoxy fiberglass (infusion – carbon opt)
Engine	50 HP – 75 HP – 80 HP Sail Drive
Fuel Tank	220 l
Water Tank	360 l
Sail Area	127.35 m ²
CE Category	A Ocean



Sea trial
Elan
Impression 45.1

ELAN IMPRESSION 45.1

WORLD PREMIERE
SEA TRIAL

by Luca D'Ambrosio

She's called Elan Impression 45.1 and is the latest creation by Elan Yachts, the well-known Slovenian shipyard which, since 1949, has been manufacturing sailboats with unmistakable lines.

The Elan Impression 45.1 is scheduled to be unveiled in September during the Cannes Yachting Festival but at The International Yachting Media, we already had the opportunity to test her in world premiere in Portorose just a few days ago.

How the Elan Impression 45.1 is made

It is sufficient to get close to the Elan Impression 45.1 to see that the similarities with her predecessor are just confined to the name. In fact, it's a completely new sailboat, significantly more modern and more seductive than previous models.

Despite being largely devoted to cruising, the lines are slender and the volumes are not excessively abundant. The boat looks good and, at the very first glance, suggests how



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the shipyard has considerably enhanced the already high level of finishes throughout the boat.

This is confirmed by many small details that, present everywhere, return the certainty of a top-quality product, which is unusual for this type of boats.

The cockpit materializes a good compromise between space and safety at sea.

The stern platform, which is a small masterpiece of engineering and design, integrates everything you need to spend a day at sea or facilitate the access to floating docks.

Hidden under the two seats, just behind the wheels, there are a barbecue and an additional refrigerator with unexpected dimensions.

Two other seats, obtained from the corners of the pulpit, complete a stern that would be an euphemism to define as functional.

The cockpit can accommodate six other people, three per seat, around a huge table which, when closed, creates a safe forward passage with handrails.

Side-decks are wide and, protected by the handrails of the semi-raised saloon, lead to the bow section in total safety.

Not that we need it because the boat chosen for our test is already equipped with both mainsail and jib furling system.

Descending below deck, that quality perception previously experienced is further amplified. The trial version is intended for chartering and is almost a shame given the overall level of parts and finishes.

Fine wood essences are combined with high-level electronic devices that allow to manage the whole boat easily with the push of a button on the control panel which, confirming the foregoing, has just won the Design Dame Award.

The galley is linear and runs along a dinette with opposing sofas that can accommodate up to 10 people. The stowage capacity is, as it should be, simply huge.

The four cabins in this configuration are spacious and well-finished but a three-cabin version, too, could be perfect. I can't wait to see it.

In conclusion, the Elan Impression 45.1 is a high-level sailing cruiser, nothing comparable to some "plastic monsters" that, unfortunately, can be often found in the Mediterranean.



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Elan Impression 45.1 Sea Trial

Once out of the port of Portorose, we're welcomed by a light 7/8-knot breeze.

To unroll the genoa and the mainsail is a piece of cake and, in little less than 3 minutes, everything is ready and we can turn off the engine.



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With this breeze, I don't expect much from a pure cruiser but, as the wind fills the sails, the Elan Impression 45.1 leans on one side and runs fast.

With an apparent wind angle of 30 degrees, we're already sailing at a speed of 6 knots that, bearing away a little more, rise to 7.

Not bad for a cruiser that combines a furling mainsail and a standard three-bladed propeller.

Steering is exciting, the boat goes smoothly and is very responsive. The variations impressed to the wheel instantly translate into millimeter course variations.

Even when turning, the boat never stops and keeps its speed unchanged. I try to bear away and, finally, the Impression 45.1 starts to slow down a little.

With an apparent wind angle of 130 degrees, we are still sailing at 5.2 knots. It's a really good result for this hull.

Then, I notice a dark sport in the sea and I luff to reach it. The signs on the water are unequivocal and, in fact, as we reach that zone, the Elan Impression 45.1 heels over and the speed increases quickly.

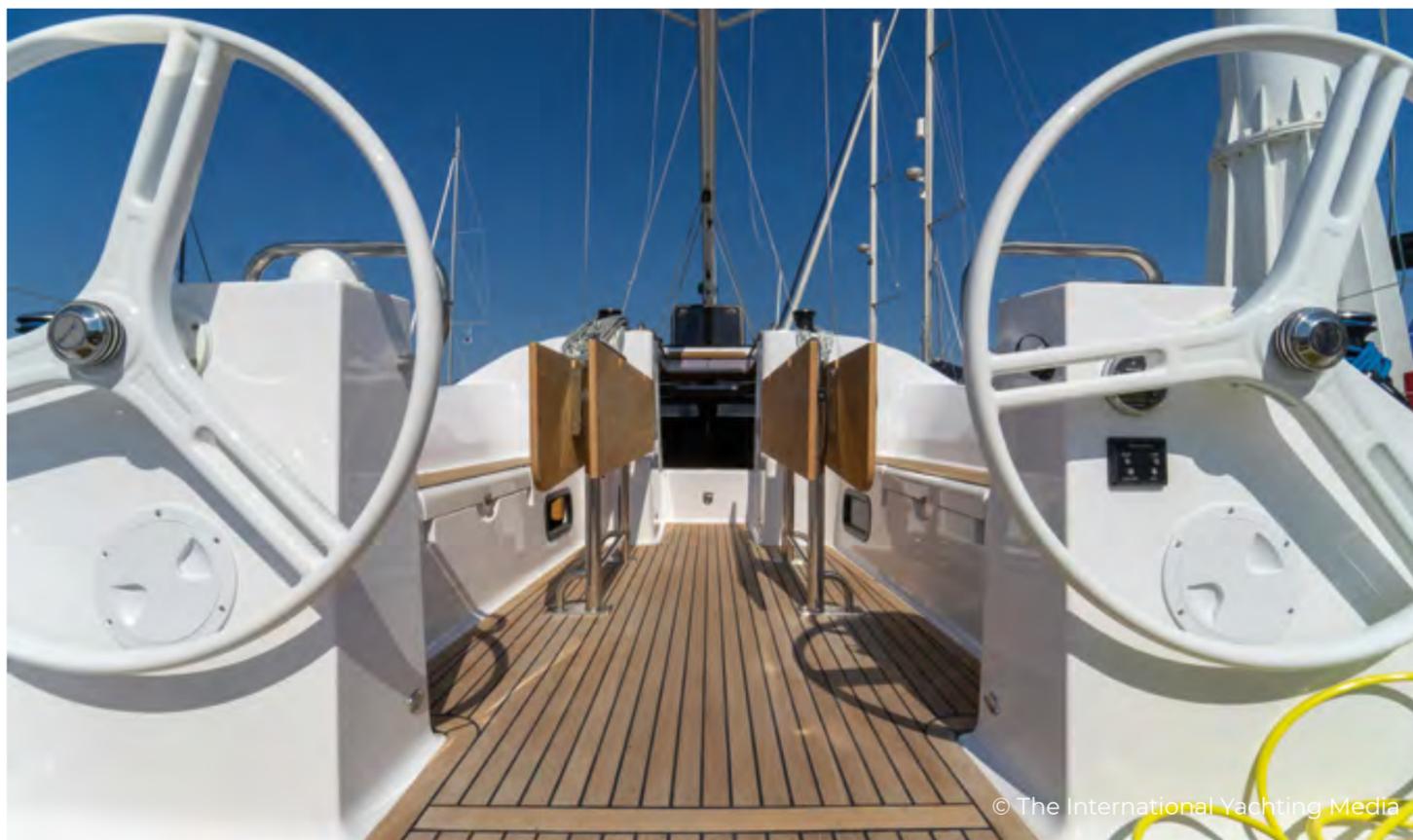
The wind is blowing at 12 knots and we are reaching a speed of almost 8 knots in a 40-degree apparent wind. The boat is heeled but stable and the central rudder blade remains efficient enough.

Finally, the wind stops suddenly and the sails start to slap, it's time to get back.

I take this opportunity to check the engine speed and, as further proof of this special hull, we're sailing at 8 knots and 2,000 rpm; at 2,400 rpm (the maximum cruising speed) the speed raises to 9 knots.



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“ The wind is blowing at 12 knots and we are reaching a speed of almost 8 knots in a 40-degree apparent wind. ”

In conclusion, the Elan Impression 45.1 is a well-conceived cruiser, designed to cover many miles in short time and in total comfort.

With a base price of € 205,000 and a large number of options included in the standard version, the Elan Impression 45.1 has a definitively interesting value for money.



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Elan Impression 45.1 Performance

Elan Impression 45.1 Performance			Performance under power	
	True Wind 8 Kn	True Wind 12 Kn		
Apparent Wind Angle	Speed in knots	Speed in knots	RPM	Speed in knots
30	5,9	7,6	600	3,6
40	6,4	7,7	1000	4,2
50	7	7,9	1500	6,1
60	7,2	8,2	1750	7,1
70	6,9		2000	7,9
80	6,7		2250	8,4
90	6		2500	8,9
100	5,7		2750	9,3
110	5,5		2950	9,6
120	5,3			
130	5,2			
140	4,9			
150	4,5			

Sea Trial Conditions: Calm sea, true wind from 8 to 12 knots, 5 passengers on board, fuel capacity 20%, water tank 70%

Elan Impression 45.1 – Technical Specs

LOA	13.51 m	Traditional mainsail	46.79 sq.m.
Waterline Length	11.44 m	Furling Mainsail	39.75 sq.m.
Maximum Beam	4.18 m	Genoa	52.47 sq.m.
Standard Draft	1.9 m	Gennaker	135.45 sq.m.
Low Draft	1.6 m	I	
Displacement	10.5 tons	J	
Ballast	3.3 tona	P	
Engines	Volvo or Yanmar from 50 to 75 HP	E	
Fuel Tank	215 l		
Water Tank	300 l	Navigation Category	CE A
Optional Water Tank	572 l	Design	Humphreys Yachts Design & Elan Design team





Sea trial
ZAR 95 SL

ZAR 95 SL



ZAR FORMENTI'S MAXI RIB IS SUPERB

by Luca D'Ambrosio

Classifying the new Zar Formenti Zar 95 SL with a qualifier is a difficult task.

The term "inflatable boat" is too restrictive for her. Yes, it is true, she is equipped with tubulars but the particular building technology that has made Zar boats famous all around the world makes them represent the perfect link between inflatable and fiberglass boats.

The term "boat", too, is too restrictive.

With a boat, you can't run ashore, come alongside and enjoy all the seating, sun pads and storage compartments that are commonly found on an inflatable boat.

Moreover, the new Zar 95 SL has another element that makes classification difficult: her length.

Looking at the technical specifications provided by Zar Formenti, we realize that the overall length of the boat is identical to the internal walking one. And it's not a misprint.

That's why, when climbing on board a Zar Formenti, you'll feel like being on board a definitely larger boat. It's not a feeling, it is true and the Zar 95 SL is no exception; she actually emphasizes this concept.



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For all these reasons, I have no difficulty in classifying, without fear of contradiction, the Zar 95 SL as the first Zar Formenti's Maxi Rib. Usually reserved for inflatable boats of over 10 meters in length, this term is very appropriate in this case.

Zar 95 SL Sea Trial

We had the possibility to test the Zar 95 SL for a long time. We spent two whole days with her, covering over 100 miles both at the lake and at sea and, we can already tell you, she has a really extraordinary hull.

This is already clear from the moment we sail at engine idle speed. Stable and precise, the Zar 95 SL behaves more like a motorboat than a dinghy in the water. We only need to accelerate and the boat starts to plane.

The wake detaches at 10-11 knots, the boat frees itself from the water's grip and starts to glide softly.

It is not difficult to perceive how good the hull is since every push on the throttles is equivalent to a speed boost; there is no friction and the boat trim remains unchanged and perfectly horizontal.

I speed up until I reach 25 knots. At this speed, although the sea is slightly rough, the Zar 95 SL delivers an incredible sense of stability. High and sharp, the bow enters the waves gently and with no impacts.

However, the two 350HP outboards installed on the transom give us the possibility to go further. So, I push throttles down, propellers bite the water without hesitation and....and we are thrown back!

The Zar 95 SL goes out of the water and goes on accelerating. Within just 5.8 seconds, she reach a speed of 40 knots, speeds up again and, finally, the GPS displays a speed of 50 knots.

The 95 SL is stable, we feel like running on rails, I "trim" a little and the speed increases to 54.8 knots.

I turn around and look at the other 4 passengers on board. They are sitting in the aft dinette and, despite being aware of the fact we're sailing very fast, they are relaxed and are holding on to anywhere.

I slow down to 30 knots and start to perform a series of tight turns. The hull of the Zar 95 SL is literally glued to the sea, the centrifugal force is perceivable

but it doesn't make the boat lose her balance.

The boat remains unperturbed even when it pass through the waves generated by our wake that, together with the 1-meter waves, represent a pretty good wall.

Performance is simply exciting.

“...the particular building technology that has made Zar boats famous all around the world makes them represent the perfect link between inflatable and fiberglass boats.”





© The International Yachting Media

Zar 95 SL : what's inside the flagship of luxury sport

Sport and Luxury: that's what the boats of this Zar Formenti's line promise. No chase boats or service tenders but real boats to enjoy both travels and stops.

Lines are designed for a fast and sporty, comfortable and enjoyable navigation while spaces are intended to offer a sense of elegant yachting comfort that does not only mean fun under way but also hospitality and fun, in port or at anchor.

Elegant lines accompany and enhance the distinguishing features that have contributed to make these boats famous all around the world, entering a new dimension of sophistication.

It is sufficient to observe the deck design to realize that; the two large fore and aft sunbathing platforms are the highest expression of a transforming capacity that allows to have two large sun pads that, with just a few gestures, can turn into two large dinettes where you can have dinner in the shade of awnings.

The central steering console is flanked by two wide side-decks – one on the walkway level on the left, the other in a raised position on the starboard side that leads to the chaise longue positioned ahead of the console itself.

The helm station is equipped with two enveloping ergonomic seats that delimit a central cabinet behind fitted with cooker, sink, refrigerator and an additional compartment.

The storage spaces created by Zar Formenti on board the Zar 95 SL are extraordinary.

Every seat hides a storage compartment where you can put anything you need to transform the different areas of the boat or enjoy your daily trips or, if you prefer, your summer long-range cruises.

Equally noteworthy is the ability to accommodate the large cabin under the steering console without compromising the light overall design of this boat that never ceases to have an elegant sporty style.

The bathroom is separate and equipped with all the amenities you need to enjoy your long stays on the sea.

Conclusions

The Zar 95 SL is a great boat in all respects. Fast, precise and definitively seaworthy, she fully deserves the definition of Maxi Rib.

The essentially infinite number of colour options that Zar Formenti makes available to custom the Zar 95 SL also allows you to have a Maxi Rib that accurately reflects your tastes.

The numerous engine packages available, too, are very interesting and range from 350HP to the version we tested that, with 700HP, is a true missile.

Zar Formenti has reached a really important goal with the new Zar 95 SL that, with a base price of little more than 110,000 euros, is one among the most interesting boats of the current yachting scenario.

All in all, it's a reasonable price to join the Zar enthusiasts' family with the new flagship.



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Technical Specs

Overall length	9.60 m
Internal walking length	9.60 m
Overall width	3.30 m
Internal walking width	2.50 m
Intertubular width	2.05 m
Tubular diameter	60 cm
Watertight compartments	6
Passengers Capacity	14
Dry Weight	2,500 Kg
Maximum applicable power	522 kW (700HP)
Minimum applicable power	261 kW (350HP)
Recommended Power	373 kW (500 HP)
Engine shaft length	2 x XL – 1 x XXL
Homologation	CE cat “C”

Zar 95 SL Performance

RPM	Kn	l/h
600	3.7	3.7
1,000	5.4	7.3
1,500	7.6	14.1
2,000	10.6	22
2,500	15.7	31.3
3,000	22.7	48
3,500	28.6	64
4,000	33.1	79
4,500	37.7	110
5,000	42.2	125
5,500	47.1	153
6,000	51.1	186
6,300	54.8	210



ILLUMINA CUSTOM

THE PERFECTION OF NAUTICAL ACCESSORIES AT THE GENOA BOAT SHOW

by Luca D'Ambrosio

Illumina Custom was born last year from the passion of Marcello Rinaldi, a sailor and boat owner passionate about design, beauty and, above all, about well-done things.

The new brand of high-end nautical accessories arrived at the Genoa International Boat Show with a large group of amazing items, all destined to satisfy the most discerning palates. It's a line of products able to express a high-level design, conceived to meet the functions and needs – practical and aesthetic – of those who want to make their own boats different.

Visitors had the chance to admire these masterpieces in two different locations: in a corner of Flexiteek's booth which was specifically set up for the occasion and housed the MISTRAL lamps and, in a world preview, a carbon cockpit table we're further describing; and, on board the Cantieri del Pardo GS 48 Performance that, for the occasion, was fitted with some of the most appealing Illumina Custom products.

A massive expo that, since this very first event, tells us a lot about Illumina Custom market's ambitions.





MISTRAL

Rechargeable magnetic lamp

It's the perfect addition to your dinners in the cockpit but, thanks to its design, it can equally be "brilliantly" positioned everywhere.

Mistral is a rechargeable double-function lamp whose head is equipped with a spreading lens that can be removed to allow use even in torch mode.

It is available in three colour options: black, white and glossy aluminium. The battery lasts up to 7 hours while the time for a full charge is around four hours.

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LEVANTE

Carbon Pod

This carbon fiber POD is custom made, depending on the characteristics of the different boats. In our case, it is customized for the Cantiere del Pardo GS 48 Performance and therefore designed to accommodate a medium-sized display, control panels and other navigation accessories.

Moreover, Levante features integrated lighting with a white courtesy light and a red navigation light. It is available in a white version with carbon fiber profile but, as you may have already learned, all finishes are custom and customers are therefore free to choose the option they prefer the most



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AMALIA Recessed Spot led

Equipped with a back-recessed lens, it offers unparalleled visual and anti-glare comfort even in the lowest ceilings.

Designed to replace standard spot lights without masonry works, it features top-quality finishes and a breath-taking design that radically improves the interior look.

The customization level of finishes is, as usual for the brand, very high.



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Illumina Custom : a brand of RM Impianti

RM Impianti has been present on the market for over 20 years and operates in both civil and service sectors.

Based in Modena, the company has known an important growth over the years thanks to both customer satisfaction and the creation of the Illumina Show-Room, where functional and emotional lights enchant visitors.

With the desire to express itself even in the nautical sector, in 2018, the company of Marcello Rinaldi brought to fruition the passion and experience of its founder by creating the ILLUMINA CUSTOM brand.

The result is a series of unique products that masterfully combine form and substance, beauty and usability.

If like us you can't wait to see them live, we can only advise you to run and admire them at their [store](#) or, if you can't find the time, you can look for them directly on their [website](#), which perfectly portrays every single product.



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BENETTI B.YOND 37M

BENETTI REVERTS TO STEEL WITH AN EXPEDITION YACHT

By Michele Dwamena

Benetti B.YOND: a return to steel to look to the future

Benetti breaks the mould and introduces the first expedition model of the shipyard, completely built in steel. It is an important announcement, especially for Benetti which, in 1990, was the first shipyard to use fiberglass to built superyachts.

Benetti announced the new B.YOND range during the last Monaco Yacht Show where



the first 37-meter model, the B.YOND 37 M, was unveiled.

B.YOND 37M

The expedition models are yachts designed to travel the world with few stops and under any weather and sea condition.

These yachts feature a long range, a garage capable of accommodating any support means, large surfaces dedicated to maneuvers and, of course, many areas dedicated to the crew.



The B.YOND 37 M will have a high imposing bow which will give the boat great protection while the sturdiness of material like steel will enable the yacht to handle any weather condition at any latitude.

In line with the traditional Benetti style, the B.YOND puts the owner's comfort at the center of this project. The concept of the new expedition yacht is, in fact, based on a clear distinction between night, day, leisure and service areas.

Consequently, the cabins and the living room will be positioned on a different deck than the crew zone and the gym which will be placed on the lower deck.

But the spaces on board will be wide thanks to the introduction of an absolute novelty on a boat of this size.

We're talking about an extra fourth deck which, in addition to enlarge exteriors, will introduce a completely new design: an additional deck, in fact, will revolutionize the exterior lines with the implementation of over 200 square meters of glazed surfaces.

As for power, the B.YOND 37M will be powered by the diesel-electric system SISHIP EcoProp of Siemens.

Designed by the Siemens Marine Global Competence Center, this engine allows to significantly reduce both fuel consumption and environmental impact, guaranteeing a more eco-friendly navigation.

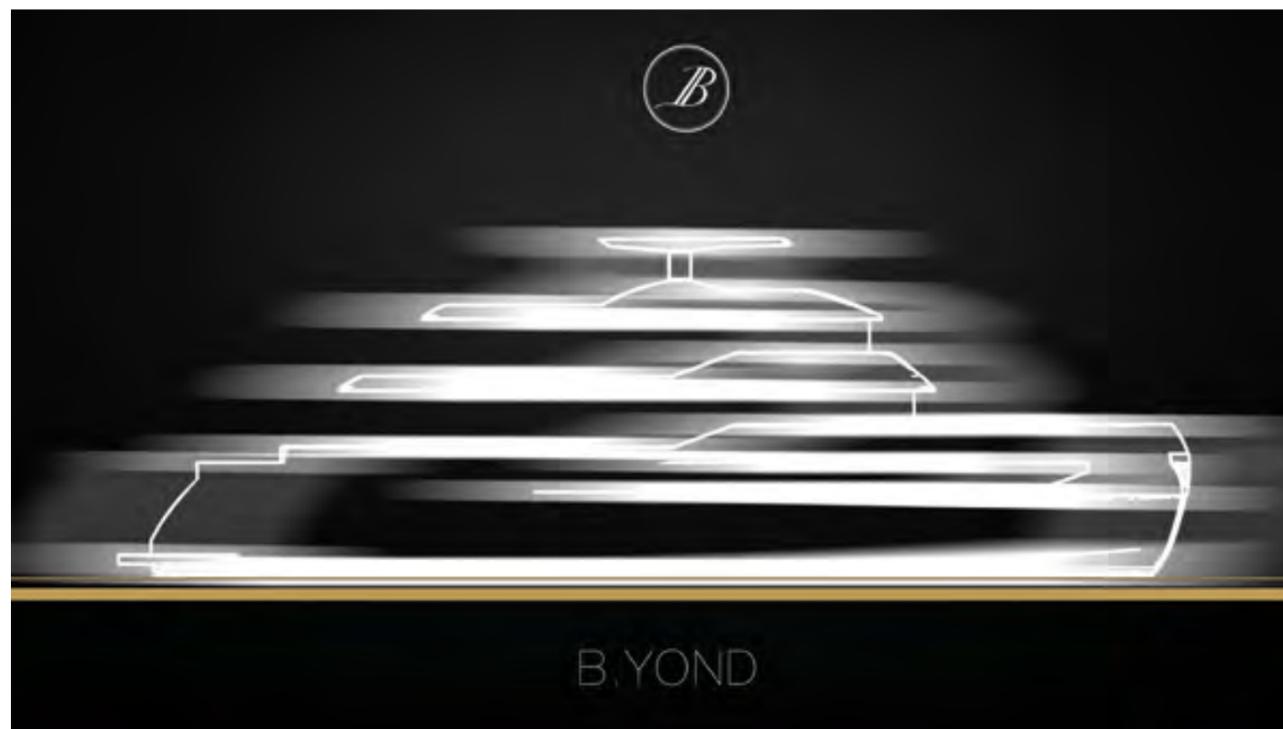
This expedition yacht will have a range from 5,000 up to 10,000 nautical miles also thanks to the e-mode propulsion architecture that, specially developed for the shipyard, will contribute to reduce consumption.

October 16th: Benetti unveils the new model

The B.YOND 37M will be presented on October 15th and unveiled in detail during an international press conference on the following day. Of course, we will join the conference to report you the latest news.

On October 16th, Benetti will also announce the second model of the B.YOND range, of which only the overall length has been unveiled: 44 meters.

The Italian shipyard's intention to continue to grow seems clear. The B.YOND range represents history and innovation at the same time, combined with the desire to develop increasingly sustainable engines.



QUICK STABILIZERS

LET YOUR LIFE BE PERFECT: THE NEW QUICK GYRO STABILIZERS' ADVERTISING CAMPAIGN

by Luca D'Ambrosio

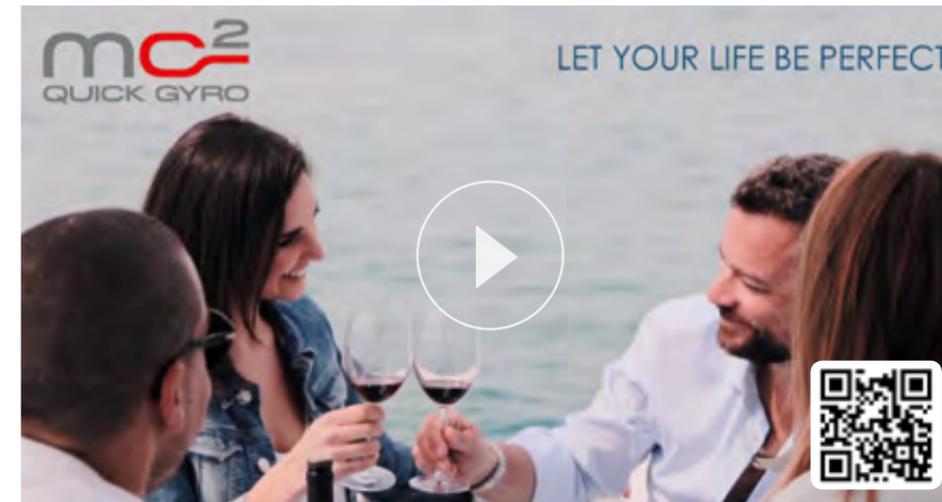
Quick Spa, the international leader company in the nautical accessories industry, launches the new "MC2 Quick Gyro: Let your life be perfect" advertising campaign

The campaign, consisting in five mini-video "pills", describes how, with ironical tones, the gyro stabilizers have now become a fundamental element of the modern experience at the sea.



The Sailor

We shouldn't be surprised then if the first episode, titled "The Mariner", brings us on board an amazing boat where the sea creates a little mess on between the hosts.



Friends

The third episode describes the classical situation where, whatever it happens on board, it's a captain fault. Luckily for him, this time the captain knows how to fix the problem...



Seasickness

The last two episodes are about the seasickness disease and they offer an ironical vision of the "traditional" alternatives to the setting of a modern stabilizer.

The Proposal

"the proposal" is the second episode's title which, brilliantly, plays with images and words to reminds us the things that really matter in life.



"The stabilizers is becoming an increasingly needed tool to set on board the boats, not only on the new ones, but also on refit installations."

Commented Michele Marzucco, Quick SpA's President & CEO

"Let your life be perfect" communicates what the contemporary owner really desires:

a perfect boating experience, characterized by a pure comfort feeling.

Our MC2 Quick Gyro is an high-tech stabilizer device and it's unique, due to its special functions. The new campaign proposes a new and fresh approach to the product, aimed to explain it to the audience in a direct way, simple and intuitive to understand."

Conceived by [Blive Communication](#), the advertising campaign sets its five funny episodes on board an amazing Pardo 43 that, thanks to its elegant look, immediately gives back that luxurious and classy life-on-board's image that every owner wants and that now, thanks to the Quick Gyro Stabilizers, becomes even more perfect.

BOAT LIGHTING

HOW TO TRANSFORM A CABIN IN HALF A DAY'S WORK

by Luca D'Ambrosio



Boat Lighting, a design tool

Very often, we tend to think that boat renovation is difficult and expensive, but fortunately modern products have changed things.

This is why we decided to demonstrate how, with just a few steps, it was possible to embellish and rejuvenate the master cabin of the Daydreamer, the lab-boat of The International Yachting Media, that has turned 33 years old just this year.

The master cabin features a big central bed framed, as often happens with the boats of the past, by fine and solid wood details that, if on the one hand enhance the sophistication of this boat, on the other are a little "heavy" and tend to "darken" the cabin.

The interior lighting techniques used at the time could not dispose of the current technologies and, moreover, they were affected by the need for a decidedly limited energy budget that was further complicated by the use of incandescent lights.



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So, we took courage with both hands and started to browse the [Quick Marine Lighting catalogue](#), a sort of opera omnia of light where 244 pages offer all you need for your boat.

Boat Lighting, Stage 1 : led strips and indirect light

In order to give the cabin a total makeover, our choice fell on indirect light and, in particular, on that amazing (and convenient) tool that bears the name of led strips.

These consist of centimeters of light that, soft and flexible, can be easily positioned in the recesses, corners and edges of our boats.

We therefore positioned two white Quick Marine Lighting "[Led Strips](#)" on the sides of the central bed, using a recess available in the cabin and taking advantage of the practicality of this led that, drowned in a small strip of flexible silicone, can virtually follow any profile and have the length we

need. In other words, it's an amazing "light by the meter".

The two led strips, installed within no more than 20 minutes, once lit up, have literally revolutionized the perspective of this environment. The indirect light, indeed, has not only "rejuvenated" our cabin but has also extended its boundaries and made it definitively more elegant, more modern and lighter.

Mounting time: 20 minutes - Price: available on line from €20,00.



Boat Lighting, stage 2 : reading lights

After the main intervention, it was time to focus on details. Our cabin had two old-fashioned reading lights that, with their black-coloured plastic cover and halogen bulb, gave our master cabin a truly "decadent" look.

For this second stage and in order to enhance the precious wood details of the cabin, we chose the **Califfa Wall** lights that, drawing from the wide range of covers available in the catalogue, were delivered to us covered in brown leather.

But there's more. You know that you get your cabin and the sockets are all taken up by cell phone chargers?

Well, the Califfa Wall lights are available in a USB version that, equipped with a hidden

power outlet, finally eliminates the mess generated by cell phone chargers.

This prestigious and very solution added a touch of class to our cabin.

Mounting time :

15 minutes x 2 = 30 minutes – Price: available on line from € 190,00



Boat Lighting, stage 3 : lots of light to distinguish colours

When the overall look of the cabin was finally improved, it was time to focus on practicality.

Our old ceiling lights provided a low yellow light that, in addition to unequivocally emphasizing the age of the boat, made it very difficult to guess the color of the clothes. They therefore needed to be replaced in order to provide plenty of white light to the cabin.

We chose the **Mindy C** lights that, equipped with abundant white light and a built-in switch, not only made replacement easy but definitively updated the cabin with their modern design.

**Mounting time: 10 minutes per ceiling light.
Price: available on line from € 47,00**

Conclusions

Our cabin has definitively changed for the better without spending much money. Installation is easy and fast, whether it is carried out by a professional or by the boat owner himself.

The Quick catalogue is extensive and allows you to enhance any environment with its ideal light. You can therefore choose the colours and shapes you prefer, update the interiors and the exteriors of your boat or, as often happens in recent years, simply equip them with underwater lights that, exploiting indirect light, will extend the boundaries of your boat beyond its physical limits.

Our holidays have just finished. What better time to get ready for the next ones and renovate our boat?



THAT SWING BRIDGE ACROSS THE OSOR CHANNEL

BOATING DESTINATIONS

by Gennaro Coretti



Those who dock on Selve Island must decide between two options: to continue towards "Punta Bianca" and therefore the Kornati archipelago or to head north and choose between open sea and the picturesque village of the Osor channel.

Me and my friends have arranged to meet in Pantera Bay but some unexpected events now force us to change our itinerary.

I have disappointed my expectations and, in order to console me, after leaving the eastern port of Selve, the safest and most equipped one of the island, I head for Neresine, an agglomerate of houses that overlooks a small recreational port,

which has been aspiring to become a true "marina" for a very long time.

We're just two miles from the narrow passage that, every day, joins Cres and Lošinj islands at 9:00 and at 17:00 by a swing bridge.

Tourists, drivers and locals attend the passage of the boats that parade, rigorously one at a time, between two wings of curious: first those sailing from the south to the north and then vice versa.

"We can't miss Osor", my guests from Trieste had said on board, also stating that "the bridge is the old one, the same that once was on the Ponterosso Channel in Trieste".



But it's a lie because this bridge is almost new today while the historic one dating back to the late 19th century was "similar" to the "Ponte Verde" on the Ponterosso Channel only because it had been built in the same establishment and therefore looked similar.

But people of Trieste like this ideal contiguity of the old Austro-Hungarian provinces and the nineteenth-century "fake news" continue to circulate.

Moreover, the city of Ossevo, the ancient capital of the Assirtidi, rich in Greek, Roman and Venetian remains, was a very important center of the Eastern Adriatic and it is no coincidence that today, although reduced to a village of a few hundred inhabitants, it is still called the "Pompeii of the Kvarner".

The remains of its vestiges would deserve a visit, but the anxiety of crossing this artificial channel- 150 meters long and only just 5 or 6 meters wide- takes over.

The official pilot book does not lie: the currents can be very strong and even exceed five knots here.

The feeling we get is just like the one I have often felt in the mountains, after an abundant snowfall just before the last climb,

when those before me, equipped with no chains and proper tires, so they started to slide.

What to do? I check the engine revs to see how much I can resist but the Ossevo Canal has been crossed.

I get distracted to see, on my right, the remains of an ancient fortified wall; it would be nice to dock for a while but we go away straight in order not to hinder the others waiting for their turn to go south, with their boats in balance, at the edge of this artificial river.





Random encounters with old friends take place on the pier: “Where are you going?” “Where do you come from?” “You have the new boat!” “But that one isn’t the boat that was built for” “Ok!”

Some racing boats are also arriving with their beautiful kevlar sails ! Before dinner, there is time for a few jokes and some tips: “The Osor Canal?” “Cross it, it’s interesting!”.

Later, an oil lamp will be turned on, someone will take his guitar and, in the pause between two songs, my promise is extorted by a friend of another boat: “When we return to work, I hope that you will not tell anyone that I sang, until late at night, on a pier in Cres the songs of our unforgettable youth “.

In a **Croatia** that has immediately succeeded in sucking “euros” instead of kunas, after having devoured bmarks, shillings and even many liras in every favorable tourist occasion, I am surprised that nobody is there to exact a toll for the crossing of this strategic channel; so, I can but rejoice at this unsuspected gift and I go on sailing along the western coast of the island.

The new destination is Cres, with its harbor protected by all winds and its comfortable and safe marina.



THE ABSOLUTE VISION

NAVETTA 68

Photos by Alberto Cocchi



Make Your Yachting Experience Absolute.

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at **Fort Lauderdale International Boat Show**, Purple Zone Face Dock 01, from 30th October to 3rd November 2019
and at **Boot Düsseldorf**, from 18th to 26th January 2020.

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