

THE INTERNATIONAL YACHTING

— D I G E S T —

MEDIA

Magazzù MX-14 Classic

THE QUINTESSENCE OF BEAUTY SAILS

YACHTING PREMIERE

OCEAN ALEXANDER 84R

AICON YACHTS

PRINCE 33 CC

DC SEVEN SPORT

GS 42 LC

TRIAL

MCY 70

MERCURY 450R

GUIDI VALVES

MAGAZZÙ MX-14

CONTEST 67

ABSOLUTE 47 FLY

LIFESTYLE

YACHTING MADE PAN

EQUIPMENT

MC² QUICK GYRO

SUPERYACHTS

MCY 105

ITINERARIES

THE SORRENTO
COST AND CAPRI



Start your Grand Tour

A uniquely stylish, capable and comfortable fast cruising yacht for discerning sailors.

- Crafted from premium materials and designed for luxury living on board.
- Engineered for exhilarating performance, easy handling and excellent seakeeping.
- Optimised for medium-range, short-handed voyaging and smooth, comfortable sailing.
- Styled by Studio F. A. Porsche to turn heads and stand out from the crowd.

elan GT6

uncompromising in every sense
since 1949



THE INTERNATIONAL YACHTING MEDIA

EDITOR-IN-CHIEF

Luca D'Ambrosio | luca@theiym.com

MAGAZINE CONTRIBUTORS

Silvia Antona
Ivano Casati
Gennaro Coretti
Enrico De Gregorio
Luca D'Ambrosio
Michele Dwamena
Micòl Forzano
Marco Pinetto
Diego Ruggiano
Giovanni Schimenti
Martina Valente

PUBLISHER

Net2Web Srl | info@net2web.it

ONLINE

THEINTERNATIONALYACHTINGMEDIA.COM

ADVERTISING

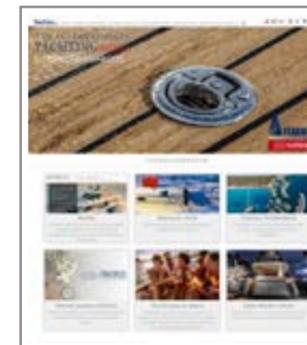
Net2Web Srl
Viale Mecenate 84/30 Milano, 20138, IT
+39 02 5062456 | info@net2web.it

OTHER ONLINE PUBLICATION

YACHTINGMEDIA.COM



TODOSLOSBARCOS.ES



TUTTOBARCHE.IT



TOUSLESBATEAUX.FR



YACHTING PREMIERE

- 4 | OCEAN ALEXANDER 84R
- 10 | AICON YACHTS
- 16 | GRAND SOLEIL GS 42 LC
- 22 | PRINCE 33 CC
- 30 | DELLAPASQUA DC SEVEN SPORT

CHAT ON THE BENCH

- 38 | HOW TO BUY A USED CHARTER BOAT

SEA TRIAL

- 46 | MCY 70
- 58 | CONTEST 67CS
- 68 | ABSOLUTE 47 FLY
- 78 | MAGAZZÙ MX-14 CLASSIC
- 88 | MERCURY 450R
- 98 | GUIDI VALVES

HIGHLIGHT

- 104 | FILIPPETTI S 55: QUALITY IS ALSO IN DETAILS

LUXURY AND LIFESTYLE

- 110 | YACHTING MADE PAN

MARINE EQUIPMENT

- 116 | MC² QUICK GYRO X7

SUPERYACHTS

- 120 | MCY 105

BOATING DESTINATIONS

- 128 | THE SORRENTO COAST AND CAPRI

Editorial

Sailing, motorboating and sea trials



Boating – the passion that unites us all – implies various possible opportunities. Sailing and motorboating are nothing more than a reflection of our taste or of the amount of time we have available.

That's why I am not surprised when, interviewing modern boaters, I discover that the contamination between the two faces of boating is increasingly more widespread, more frequent and even easier.

Boaters. This is a very important aspect which we should focus on.

Modern boaters are quite experienced, they read, keep themselves informed and fully tap on that inexhaustible source of information that is the Web.

And, above all, they read about sea trials because, I think it is right, they are the favourite reading of those who, going beyond glossy images and press releases, want to discover something more, driven by a desire for additional information and details.

That's why our magazines devote so much energy in carrying out what we consider to be the most complete and comprehensive sea trials of the market. It is therefore no coincidence that they are the most widely read in the world.

After all, when a journalist uses between 1,500 and 2,000 words to tell the sea trial of a boat, it means that he has thoroughly analyzed it.

But doing this job also means filling your eyes with beauty and your heart with emotions; that's why, for the last issue of the year of The International Yachting Media Digest, we have considered opportune to quote in this editorial some among the most exciting sea trials of the last 12 months.

Without distinction between sailing and motor boating because, as mentioned above, they are just a reflection of our taste but both incomparably reflect our love for boating.

GS 80 Custom - [trial link](#)

Beautiful, sexy and impressive, the GS 80 Custom rises from a very talented Giovanni Ceccarelli, capable of tracing pure and outlined lines which are simultaneously soft and aggressive, sinuous and essential.

Monte Carlo Yachts MCY 70 - [trial link](#)

The new Monte Carlo yachts MCY 70 is a yacht endowed with a unique personality and very particular charm, much closer to that of a superyacht than to a conventional flybridge's one.

Contest 67 CS - [trial link](#)

Made in perfect Contest Yachts style, namely without skimping on materials, the Contest 67CS is the perfect example of how all sailboats should be built. At least those that are intended to really sail. It is sufficient to sail a few miles to see the huge difference.

Absolute Navetta 68 - [trial link](#)

Testing the Absolute Navetta 48, we discovered a renovated attention to design and to the details, both interior and exterior, which further embellish this new model. An unequivocal sign of how the shipyard is aiming even higher.

Magazzu MX-14 - [trial link](#)

If there was a way to synthesize the quintessence of the beauty of a Maxi Rib, this would be undoubtedly be a shot of the Magazzù MX-14 Classic. The MX-14 is not a boat for everyone. Very popular among VIPs and celebrities, this yacht is designed for a few demanding and refined admirers of good living, or luxury lifestyle if you prefer, of which it perfectly embodies all characteristics

Elan Impression 45.1 - [trial link](#)

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.

Nuova Jolly Prince 38 CC - [trial link](#)

The Prince 38 CC that is waiting for us moored on the quay, dressed for the occasion in a captivating white and red livery, suggests her sporty and dynamic personality at first sight. This feeling becomes even more concrete when our eyes fall on the outboards which the boat is equipped with: two brand-new Mercury 450 R in a matching colour with the Rib's one. The overall effect is breath-taking.

Luca D'Ambrosio



Ocean Alexander 84R

OCEAN ALEXANDER 84R

THE SKYDECK THAT CAPTIVATES THE Flibs

by Marco Pinetto

Voluminous, modern, bright and with an exaggerated skydeck

Designed to meet the needs of international market and increasingly attentive to fashion, the new Ocean Alexander 84R makes its debut at FLIBS.

Her spaces can make those who are looking for a 100-footer change their mind; sure, this might be a problem only for few but...seeing is believing!

We visited the yacht during its official presentation which took place on the skydeck of the first unit produced and exhibited at the boat show.

It is no coincidence, it is sufficient to stop and observe to understand why the presentation took place right here, as inventor and Chief of US Operations Richard Allender points out: "I think it is interesting, look around you, there are 25 of us in the skylounge of a 84-footer, I'd like to start from this..."

The skydeck, in fact, is divided in two parts: a covered one, with steering console and a living zone, and an outdoor section, with galley, open-air bar and relaxation area (pool included). The surface is surprisingly large. Only this indoor/outdoor deck could be a complete boat of a very good size. Moreover, this area offers a 360-degree panoramic view.



The Ocean Alexander 84R and the Revolution line

The Ocean Alexander 84R is a boat that diverges somewhat from the traditional concept of boats, as the name of the Revolution line suggests. The search for large volumes is the core of the project and the spaces, arranged in a linear fashion, are furnished with attention to detail, in a fresh and elegant way.

The spaces convey a feeling of dynamism, especially when entering the salon of the main deck, where the visitor is transported in a very natural way between the living area, the bar counter, the galley opposite the dining table as well as an additional bow-facing relaxation area.

“ The skydeck, in fact, is divided in two parts: a covered one, with steering console and a living zone, and an outdoor section, with galley, open-air bar and relaxation area (pool included) ”

The interiors are permeated by a very American young style where all spaces are inter-connected without barriers so that the passengers can enjoy all the moments of the day in a convivial way, which is a factor that the US public takes into consideration.

Very different, instead, is the configuration of the lower deck. Here, in fact, the spaces are well-divided, especially in the master cabin which is undoubtedly the flagship of the deck. The master cabin is full-beam and positioned amidship, fitted with a king-size bed, two walk-in closets (one on each side) and two



Ocean Alexander 84R 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	

bathrooms which, although with separate access, are connected by the spectacular shower box positioned in the middle. The master cabin is therefore a comfortable cabin with modern design and functional spaces for both him and her.

Three other cabins – a twin-bedded and a double VIP one in the bow – complete the guest area, all equipped with en-suite bathroom.

Finally, the aft section of the lower deck accommodates two crew cabins, both accessible from a separate staircase. This area is completed by one bathroom, a galley with burners and a direct access to the engine room. The latter houses two MAN V-12 engines, 1,900HP each, which, thanks to the volumes and the headroom available, can be easily reached for any maintenance interventions.



Aicon Yachts

AICON YACHTS

RISES FROM THE PENCIL OF SERGIO CUTOLO

by Marco Pinetto

The relaunch of Aicon Yachts starts with a very strong team. After having acquired the brand, **Marc-Udo Broich** (a historic importer of Italian yachts in the States) and **John P. Venners** (an American investor with a great passion for boating) are ready to restore the splendour of the shipyard and, above all, to build their yachts in Italy in order to provide customers with the highest possible quality.

The launch of the new range of boats starts from the United States, in a market which has always been synonymous with the incredible success for **Aicon Yachts**. It is not a coincidence that over 100 of the most 500 boats the shipyard built are sailing in the Americas.

The first new model is a 66-foot flybridge which bears the signature of the famous designer Sergio Cutolo.

Mr. Cutolo, former technical director of Baglietto during its golden area and a longtime collaborator of the world's most authoritative boat manufacturers and a naval engineer, has a very long experience in the design of motoryachts. Mr Cutolo's creations include boats of all sizes (specializing in the over 150' range) and for a multitude of usages, ranging from "small-sized" luxury yachts and futuristic explorers to megayachts with lengths of up to 100 meters (over 300').



For Sergio, moreover, the collaboration with Aicon is nothing new since he has already had the opportunity to express his skills with the winged brand in the past.

We met him at the [Fort Lauderdale Boat Show](#) where, talking about the future of sailing – of which, like us, he is a fan – he told us about his new project.

Sergio, what prompted you to take up the challenge of a project that aims at relaunching the shipyard?

“ It was with great pleasure that I accepted Marc’s call. Having worked with Aicon in the past, it was a great pleasure for me to get back in touch with this glorious brand and to contribute to its relaunch. The challenge attracted me because my first intention was to build a yacht which could be totally

customizable according to the owner’s needs without however having to change the entire engineering to adapt to every particular request”.

Can you briefly outline the model you designed, the one that will drive the relaunch of Aicon Yachts?

” It’s a 66-footer that draws inspiration from one of the most successful models of the shipyard: the Aicon 64 Fly. This boat was really innovative for its time and, to some extent, it is still contemporary today. With the Aicon 66, we will introduce a modern boat of a bigger size and with an innovative design in its DNA”.

Tell us more about that. Which characteristics will the new Aicon 66 have?

“She will be a boat that, while maintaining the same good performance and seaworthiness



© The International Yachting Media



© The International Yachting Media

than the 64, will adapt these characteristics to a particularly American use. Sailing conditions in the States are often harsh, so we decided to make the boat much drier thanks to particularly flared bow sections. It’s a functional and aesthetic choice that winks at the market of American fisherman, as is the choice of equipping the 66 with wider surfaces on the main deck, both in the side-decks and in the anchor zones. The main goal is to meet the needs of a very practical clientele. We have also introduced in the 66 what has become a “must-have” accessory: the Hard Top on the flybridge”.

Sergio, if you had to sum up your new project in a single word, how would you define it?

“The project of the Aicon 66 can be summed up with the term “flexibility”. We are conscious that a part of the project must be somewhat standard; however, we have introduced some options that make the boat easily suitable for any market. Moreover, we offer various layout options for all the decks. The range currently available on the market for this type of boat is often rigid in terms of customization possibilities since it is often limited to decorative elements.

With the new Aicon 66, also thanks to my professional background, we aim to introduce a custom-made product philosophy: when a boat owner decides to spend a significant amount of money, he must be able to choose”.



Grand Soleil GS 42 LC

GS 42 LC

THE LONG-RANGE CRUISING ACCORDING TO GRAND SOLEIL

by Marco Pinetto

Ten years after the introduction of the first LC model and five years after the second one, Cantiere del Pardo unveils the new entry-level of the Long Cruise range in Cannes: the GS 42 LC.

What's the goal of the new creation? To give the owner the possibility to enjoy long cruises on board a small-sized boat that is comfortable, functional, easy to handle and with good sailing performance.

We visited it during its official presentation in Cannes and we immediately realized that the owner is now free to customize his cruising experience.

The first important choice concerns the deck layout which is available in two versions.

The first includes a rollbar, a built-in sheet lead and two aft seats for the helmsman positioned just behind the wheels.

The second one, instead, is the "sport" version, without rollbar and therefore equipped with a fixed sheet lead positioned in the middle of the cockpit. Moreover, this configuration envisages two longitudinal tracks to accommodate the jib and the taller mast.

Of course, the first option is preferable if you want to enjoy a protected and unencumbered



© The International Yachting Media



Cuccetta sinistra nella versione a tre cabine.



cockpit and therefore more comfort on board. The sport version, instead, is better for those who are more interested into a clean deck design than on a fast sailing experience.

During our visit, the boat designer Marco Lostuzzi illustrates another important choice which concerns the interior layout designed by Nauta Design.

The standard interior layout is available with three cabins – a forward and two aft cabins with two bathrooms – but the owner can even choose another layout, very interesting when sailing with just a couple of friends.

Sacrificing the cabin on the port aft side, in fact, the galley becomes much bigger. The latter,

equally positioned on the port side, extends up to the stern. The top therefore becomes wider and the storage capacity significantly increases also thanks to an additional fridge. Moreover, this configuration includes a large storage compartment accessible from the left side of the cockpit.

Looking at the standard layout and the interior volumes, we realize that the spaces available on board are very similar to those of a 45-footer. Lostuzzi stresses that, despite the particular attention of the project to living spaces, this sailboat has been also designed to deliver appreciable sailing performance. The goal of the GS 42 LC is therefore to guarantee to the owner a fast and comfortable sailing experience.



Technical Specs

LOA	13,85 m
LH	12.95 m
Max Beam	4.18 m
Draft	2.25 m
Displacement	9.5 t
Engine	50 hp
Fuel Tank Capacity	230 lt
Water Tank Capacity	340 lt
Concept	Marco Lostuzzi
Interior and Exterior Design	Nauta Yachts
Shipyard	Cantiere del Pardo

Easy handling is another important feature of this boat; the sails, with an overall upwind surface of 103.5 square meters (109 sq.m. in the sport version) can be trimmed through the four winches positioned next to the wheels.

The folding mainsail and the self-tacking jib of the GS 42 LC facilitate maneuvers in a really impressive way. The low flush backstays facilitate circulation on board and contribute to make the side-decks totally unencumbered.

Conclusions

Despite being a standard model, the Grand Soleil GS 42 LC offers a very high customization level and a boat suitable for different purposes determined by the owner's needs.





Prince 33 CC

PRINCE 33 CC

WALKAROUND AND CABIN CRUISER, NUOVA JOLLY MARINE CONTINUES TO AMAZE

by Michele Dwamena

We don't have to mince words to describe the new Prince 33 CC. The technical office of Nuova Jolly Marine and the young designer **Matteo De Francesco**, historic collaborator of the shipyard, have succeeded in amazing once again: the Prince 33 CC is an open walkaround model with a **spacious cabin inside**.

Within just 10 meters, the boat offers all you need to enjoy your cruising and no environment is sacrificed. The Prince 33 CC, in fact, is an extraordinarily comfortable RIB.

With an accommodation of up to 12 passengers, she is perfect to enjoy your entertainment and leisure time with your family and friends.

The exteriors o the Prince 33 CC

Looking at her the from outside, the Prince 33 CC is big but it's only when climbing on board that you can fully perceive the width of her spaces. The new Nuova Jolly RIB is, in fact, a center console equipped with a spacious walkaround surface that, with a length of 10 meters and an interior width of over 2 meters, can accommodate up to 12 passengers.



© The International Yachting Media

The Prince 33 CC is amazing at first sight. Moored stern-to, she immediately shows off a large and comfortable boarding platform.

Once on board, the visitor is welcomed by a cozy dinette whose stern seating can seat up to 7 people in total comfort.

A folding electric table can convert the whole stern area according to the needs: from a dinette to a large sunbathing platform thanks to the additional cushions to be positioned on the table.

Under the seats there are three large lockers fitted with gas springs. Moreover, the central seat has a fold-down backrest that further facilitates entry from the stern edge.

The steering console is the heart of the boat. The instrument panel is black, very distinct from the analog instruments placed a little



© The International Yachting Media



© The International Yachting Media

lower in the white band. There are also some practical storage compartments and it is possible to install an optional third screen next to the helm on the dashboard.

The helm seat can accommodate two people and, just below the seats, there is a practical galley complete with sink, cooler and stoves that allow for a practical nautical camping.

The spacious walkaround surface allows to circumnavigate the steering console in total safety and without the fear of losing your balance, thanks also to the elegant teak that makes up the bottom of the boat.

In the bow, the handrails are numerous and the sun pad is comfortable, spacious and modular: thanks to the cushions supplied, it is in fact possible to extend it to the driving console.

“ Unveiled in Paris last December, the Prince 33 CC officially debuted at the Genoa Boat Show 2019 ”

The Prince 33 CC is equipped with a removable awning that offers effective shelter from the sun as it is able to shade most of the walkway.

The cabin is a surprise

However, what amazes the most are the interiors: the Nuova Jolly Prince 33 CC is a walkaround with a cabin and a headroom of

1.80 meters! The cabin houses a comfortable double bed (1.90 m in length), ideal for two people.

On the left of the staircase there is a chest of drawers while, on the right, there is an unexpectedly comfortable bathroom where you can move without having to lower your head or pay attention to the ceiling. The bathroom is it also separated from the berth and is equipped with sink, marine toilet and shower.

Even the bed is modular. One of the pillows is removable and allows to convert the cabin into a covered living room with a U-shaped sofa and an optional table in the middle.

Engine package

The new Nuova Jolly Prince 33 CC promises excellent performance.

It can be fitted with two inboards of 700HP



© The International Yachting Media



© The International Yachting Media

each enhanced by the presence of a deep Hi-power hull.

Thanks to a 25-degree angle, this type of hull features a very deep V-profile for excellent stability and great performance at sea.

Conclusions

Prince 33 CC is a boat suitable for any use and ideal for those who want to enjoy the sea in the comfort of a spacious dinette or lying on a large sundeck, without sacrificing performance.

The boat is spacious and fully-equipped. More precisely, it's an open walkaround hiding a cabin with a large double bed and a separated marine toilet below deck.

With an accommodation of up to 12 passengers, the Prince 33 CC is perfect to enjoy cruising with your family or friends. Her powerful engine package makes the ideal option to enjoy sporty performance at sea.

Nuova Jolly Prince 33 CC: Technical Specs

Length	10,20 m
Width	3.50 m
Internal Length	8.90 m
External Width	2.10 m
Float size	0.62 m
Compartments	6
Weight	2500 Kg
Max Power	700 CV
Transom Size	XXL
Accommodation	12
Category	B
Fuel Tank Capacity	500 L
Fresh Water Tank Capacity	150 L
Cabins	1



Dellapasqua DC Seven Sport

DC SEVEN SPORT

DELLAPASQUA DC CELEBRATES ITS 60TH ANNIVERSARY WITH THE NEW DC SEVEN SPORT

by Marco Pinetto

Sixty years of history are many for a company, especially for a shipyard. Only a few boat manufactures, in fact, have a long history like that of Dellapasqua DC.

The success of this company is not measured solely by the flow of time but also by the numbers of boats sold: 1,300, most of which are still in water today. The current range of Dellapasqua DC includes 17 models from 7 to 18 meters in length.

This year, the Genoa International Boat Show was a very special occasion for the historic Italian shipyard. While the Ligurian event celebrated its 59th edition, the shipyard of Ravenna celebrated its 60th anniversary with the launch of the new entry in the DC line, the DC Seven Sport.

The DC Seven Sport

A walk-around deck for an aggressive hull. That's the first impression the new DC Seven Sport conveys. Surely, the livery of the model exhibited in Genoa, with a black hull and marine leather red cushions, contributes to this impression giving a touch of dynamism to the model.

But it's not just a matter of appearance. This motorboats has much more to offer.



© The International Yachting Media



The hull is the same than the racing model that has won several offshore championships in Italy and Europe. The only difference lies in a 70-centimeter extension of the astern platform that allows the installation of a bracket on which the outboards can be placed.

The DC Seven Sport exhibited in Genoa was fitted with a single 300HP engine which is supposed to deliver a top speed of 50 knots. The shipyard also makes available a more powerful version with twin outboards for a total power of 600HP. The top speed in this case will be certainly very exciting.

Even a version with inboard/outboard engines is available. In this case, the deck will undergo two changes. The stern platform

will be inevitably longer and more spacious while the stern seating will turn into a sun pad under which the inboard engine will be accommodated.

Considering the racing soul of this model, Dellapasqua DC has decided to offer something that will be particularly appreciated by all those wishing to feel on board a true super car. The shipyard, in fact, offers the possibility to customize the DC Seven Sport with a marine Ferrari inboard engine, following a formula that has already been used on a previous model and which suggests the freedom of customization offered by Dellapasqua DC.

In addition to the engine options and the materials, the product customization even

“Il cantiere vuole espandersi. Siamo impegnati in un’operazione di ricerca di nuovi dealer in Italia e all’estero, per creare una rete di vendita che possa soddisfare le richieste di tutti i clienti.”

concerns the deck layout. The bow section, for example, can be raised and equipped with a bridge in order to obtain a cabin with a bed and a bathroom.

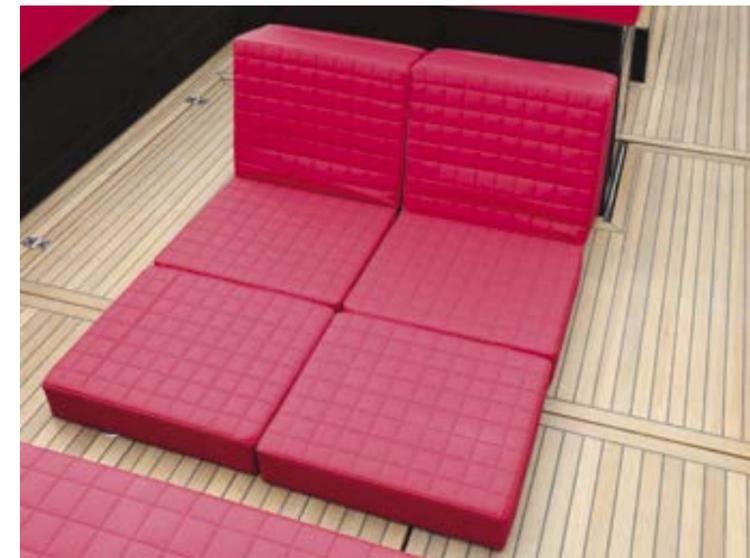
This layout is different from the walk-around version we visited at the boat show, which had an electric table in the bow which allowed to convert the space alternatively into a sun pad or a dining area while a covered storage compartment was available under the steering console.

The owner can even choose to install a fixed hard top above the helm station or a bimini with four removable support poles to better protect the guests from the sun.

This high level of customization is made possible by the in-house engineering and production processes of the shipyard.

As in all the models of the range, the hull is manufactured in-house with no exterior suppliers. This results into a better product control as well as a higher overall quality standard. Alessandro Dellapasqua tells us about that during our visit. A naval engineer and a member of the third generation of the company, he has contributed to the realization of the boat concept.

“The resin treatment is carried out without using composites or processes that speed up the construction while minimizing the costs, but which can lower the quality. For example, we lay down each layer with steel rollers in order to remove the air bubbles and prevent





the hull from suffering harmful osmosis processes”.

Moreover, Alessandro tells us about the development projects of the shipyard which, thanks to really custom models that are the result of a truly Made in Italy production, wants to strengthen its position on both the Italian and the global market.

“The yard wants to expand. We are engaged in the search for new dealers in Italy and abroad in order to create a sales network that can satisfy the demands of all customers.”

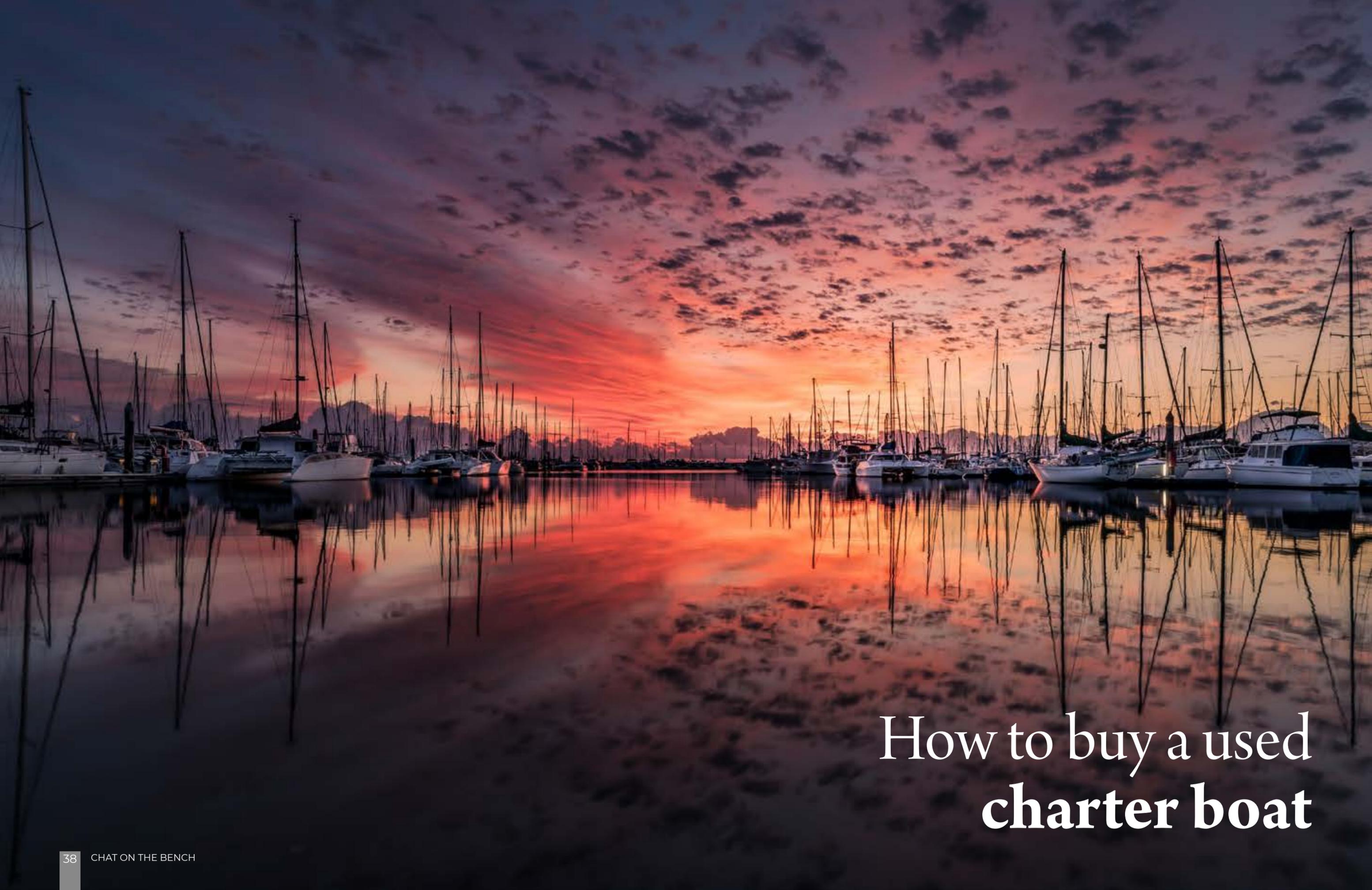


Conclusions

The result of the 60-year experience of Dellapasqua DC, the DC Seven Sport has persuaded us.

We're convinced that she will appeal to all those who want to run at high speed on a custom boat.

Of course, we are among them and, thinking about how we can configure the DC Seven Sport, we just wait to sea trial her.



How to buy a used **charter boat**

HOW TO BUY A USED CHARTER BOAT

by Gennaro Coretti

"**H**as this boat been on charter?". If the answer is yes, the potential buyer will turn his nose, mouth and eyes up, showing all his disgust in continuing a negotiation focusing on a boat that, in its recent or distant past, has been used for rental and is therefore a boat that "has worked hard".

In general terms, I agree that work can cause nausea but the preconceived revulsion towards "working boats" is sometimes unjustified.

It is true that a **boat owned by a private owner is used, on average, about 30 days a year**, that is about 4 weeks, while charter boats are generally used from 15 to 20 weeks a year in order to be as profitable as possible.

It follows that **the ratio between the use of a private boat and that of a charter one** ranges from 1 to 4 or even times; two years after the launch, the first will be two years old while the second will certainly look six or even eight years older. So, what to do? Is it just a question of money?

Basically yes because, as I have seen with own eyes, a never-ending series of variables determine a spectrum of possibilities that





have a considerable role in establishing the real advantage of a purchase.

First of all, **it is essential to consider the points that are most exposed to wear** and, I assure you, they are very easy to find on a charter boat.

Let's start from the most evident ones that, located inside, show the conservation status of furniture while, **outside**, it is sufficient to take a look at textile cables, like halyards and sheets.

Steps leading to the **dinette will be certainly more consumed and the seat closest to the staircase will feature worn-out upholstery** because of all the clods that, waiting for their berth to be assigned, hit their "luggage" that is not always a "sailor's bag".

It might seem strange but, **almost always, sails are under perfect conditions because, in most cases, the engine has worked harder** than one might expect on a sailboat.

A charterer is essentially a holidaymaker that has decided to spend his week's holiday at sea. So, he has rented a boat in port A and has already decided that, in 7 days, he will reach point B before going back to point A. **Even in the case of "one-way" rental, destination B will be even farther from A.** Since he has paid to sail, he will try to use... any means, including engine.

Moreover, considering that people usually don't like waking up early in the morning when they are on holiday, it is easy to imagine that the sailing day will not start before 9:00 am; in order not to lose the best

“ It follows that the ratio between the use of a private boat and that of a charter one ranges from 1 to 4 or even times; two years after the launch, the first will be two years old while the second will certainly look six or even eight years older ”

berth or shelter in a bay, navigation is likely to finish at four in the afternoon.

Supported by high pressure, land breeze dies down between ten and eleven in the morning and thermal wind blows only after three in the afternoon; consequently, charterers (... and many boat owners, too) sail mainly under power, suffering in the

hottest hours of the day and complaining about the total absence of wind.

Going back to the issue we raised at the beginning of this article, that is **checks to carry out before buying a preowned used charter boat**, it is clear that **the most important thing to check is the engine state** and, where available, engine operation hours.

This aspect becomes less important when **boats are offered for rental with the option of having a professional sailor on board** because, in this case, the crew is more likely to have been catechized and have received a greater stimulus to navigate under sail under the strict supervision of the skipper who, in his turn, has promoted a more careful use of the "auxiliary" motor.



After making sure that **electronic equipment** (where available) and **deck rigging** work properly, the last thing to do is a final definitive check that cannot be sidestepped when you are about to buy any boat, regardless of its size or type (sailboat, rowboat or motorboat).

Boat should be checked and tested in the water but people can buy them only out of the water and therefore when the **submersed part of the hull can be carefully checked**. This is an important advantage because the hull is the active part of any boat.



Since sellers always guarantee in words that boats are “ok”, it is customary that negotiations are completed like a poker game: who says “ I see” pays but can reverse the burden on the bluffer.

When the transaction goes fine, **haulage and launch are always charged to the buyer** but can also be at the seller’s expense when, once the boat has been put out of the water, the buyer notices “ things that are detrimental to boat safety” or clear traces of osmosis.

As I have already said, **all boats, especially used charter ones, need to be checked in their lower part** in order to make sure that they don’t have the famous “rockfish” commonly found in the waters of Croatia.

Fair wind!



Monte Carlo Yachts
MCY 70

MONTE CARLO MCY 70

SEA TRIAL FOR THE MONTE CARLO YACHTS' MASTERPIECE

by Luca D'Ambrosio

When you like a boat very much, it's really hard to hide that.

And it's even more so when this boat is completely different from all the others, which is a very important quality for a market where yachts often risk being very similar to each other.

The new Monte Carlo Yachts MCY 70 has, instead, a unique and unmistakable personality which gives her a very particular charm that is much closer to that of a superyacht than to a conventional flybridge's one.

Made with cutting-edge building technologies and characterized by a high-level interior design, the MCY 70 immediately won us over to such an extent that we decided to dedicate a complete sea trial to her.

The following is the report of an unforgettable day spent on board a yacht that certainly knows how to win people's love.

Monte Carlo Yachts MCY 70 Sea Trial

Leaving the berth of the Monfalcone-based shipyard and sailing between the mooring



posts leading to the open sea is a sensory experience in itself. The bow of the MCY 70 gently cuts through the still water that reflects the morning colours.

We're sailing at around 6 knots in the absolute silence. The noise of the two Man V8 idling is slightly audible.

We're on the main deck where, thanks to the masterful work carried out by the Nuvolari Lenard studio, the boundaries between interiors and exteriors tend to disappear while the landscape becomes an integral part of the design.

Accelerating slightly, the MCY 70 reaches around 10-11 knots and, in doing so, she shows an innate capacity of sailing in a constant

displacement mode. We just feel like we are on a superyacht.

At this speed, the flow meter marks 44 l/h. For a flybridge with a length of 21 meters and a weight of 40 tons, sailing at 10 knots with a fuel consumption of just 4.4 l/nm is an irrefutable sign of a definitively successful hull.

I push the electronic throttles forward and see the speed increase. Yes, I see it because, again, the MCY 70 amazes and planes at 3311.3 knots with no substantial change of trim and in the utmost comfort. Only big superyachts perform this way.

The speed increases but the feeling of being on board a big boat does not decrease and, at 18 knots, we travel in first class. Even

when crossing the wake of our support boat, solicitations are minimal.

I push the throttles all down and our MCY 70, powered by twin Man V8 2,400HP engines, accelerates promptly and reaches a top speed of 28.7 knots at 2,370 rpm.

I don't slow down and perform some increasingly tighter turns. The MCY 70 faces them all in the same way: she does not decelerate and does not lose a knot, even in the tightest turns.

The yacht is perfectly stable. It's really impressive, we feel like we're on board a 30-meter yacht.

Reluctantly, I leave my colleagues take the helm and go down below deck with Dan

“ Is completely different from all the others, which is a very important quality for a market where yachts often risk being very similar to each other. ”

Lenard. While the MCY 70 sails at the cruising speed, we chat quietly without having to speak loudly. Dan shows me the parameters of this project that – it's abundantly clear to me – was conceived to offer a very high comfort level, consistent with the luxury and the elegance of this yacht.

I go back up, walk the main deck and go outdoors. We're sailing fast and, in such conditions, I walk the side-decks and get the bow.

The stability of this yacht matches the almost perfect on-board circulation. The side walkways are protected and safe; they





“The yacht is perfectly stable. It's really impressive, we feel like we're on board a 30-meter yacht.”

converge towards the bow following the profile of the windshield and lead to the amazing Portuguese deck that characterizes all the Monte Carlo Yachts' creations.

The feeling of safety created by this configuration, even when sailing at 25 knots like now, is total and allows to use the whole boat at any time, without any problem.

I get the Flybridge and take the helm again. The visibility is excellent, both forward and laterally. From here, you can sail and fully enjoy the sensations that this Monte Carlo Yachts MCY 70 gives.

Seen from above, the yacht offers a simply wonderful overall view. The bow cuts through the waves while the image of the Portuguese deck merges with that of the fast-flowing



sea below. The result is a dream scenario that successfully summarizes the reasons that induce to buy such a high-profiled yacht.

Monte Carlo Yachts MCY 70 Interiors

As soon as we enter the main deck, the overall view leaves us speechless. What we see is a huge living room which, suspended over the sea, enjoys an almost uninterrupted horizon. This phenomenon is made possible by the headroom limit that the Nuvolari Lenard has chosen for both the bridge and all the furnishings, which translates into an unparalleled result.

Two vertical elements, wisely positioned, produce a virtuous visual effect that reveals,

only by walking towards the bow, the presence of a L-shaped galley of great beauty and of the bridge on the starboard side.

This space develops without almost noticing it, as if this corner had just materialized before our eyes by magic, the magic of an enlightened designer.

The lower deck is accessible from two entrances: one is reserved for the master suite and the other for the three cabins. Of course, I can't resist and run to the master cabin.

I like very much the idea of having a night area completely reserved for the master in the stern. In short, it's a large suite with a direct access to the indoor salon, the cockpit lounge and, therefore, to the beach area.



The result is a carefully designed circulation that contains, in just a few meters, 70% of the life on board while providing the owner with precious privacy.

The master cabin is huge and uses all the 5.5 meters of beam available to offer a luxury refined environment whose boundaries are virtually extended by two large windows which, in the shape of adjacent portholes, have become the distinctive motif of the Monte Carlo yachts.

The big bed is nestled in the middle of the cabin and surrounded by a linear sofa on the left and a long desk on the right.

At the foot of the bed, we find a large walk-in closet on the left and the en-suite bathroom on the right. The latter, featuring



unthinkable dimensions, houses a beautiful shower box.

Between the two entrances, just to give an idea of the overall dimensions of the cabin, there is a 50-inch TV that can hardly be noticed in the overall view of this Master Cabin.

The second entrance staircase leads to the guest area.

Equipped with a large en-suite bathroom, the VIP cabin uses the two long forward windows to feed on natural light and illuminate the "tone-on-tone" play which makes this environment very elegant.

The two double cabins are spacious, well-finished and located on both sides of the entrance staircase. Fitted with twin beds, they have a central walkway and dedicated wardrobes.

“ I get the Flybridge and take the helm again. The visibility is excellent, both forward and laterally.”

MCY 70 Exteriors

The bow is accessible from the side-decks that, as usual for Monte Carlo Yachts, converge on the windshield perimeter and raise, making us discover what, more than a Portuguese deck, is a true terrace on the sea.

Here, the visual effect that the Nuvolari Lenard studio gives us is very similar to that offered by the flush pools of the world's most beautiful sky-lounges.

Suspended and apparently without barriers, this terrace reverses the paradigm and



© The International Yachting Media

delights the eyes of the guests with a boundless view of the sea while they are immersed in the luxurious white-and-teak contrasts in a unique sensory experience.

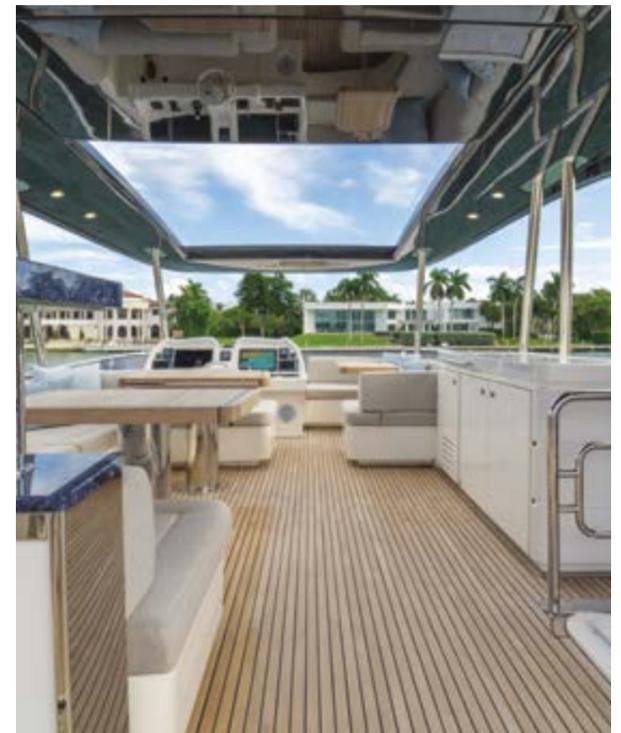
The flybridge The bow is accessible from the side-decks that, as usual for Monte Carlo Yachts, converge on the windshield perimeter and raise, making us discover what, more than a Portuguese deck, is a true terrace on the sea.

Here, the visual effect that the Nuvolari Lenard studio gives us is very similar to that offered by the flush pools of the world's most beautiful sky-lounges.

Suspended and apparently without barriers, this terrace reverses the paradigm and delights the eyes of the guests with a boundless view of the sea while they are



© The International Yachting Media



© The International Yachting Media



MCY 70 Technical Specs

LOA	21,08 mt
Maxi beam	5,45 mt
Engines	41 ton
Displacement	2 x Man V8 1200 hp
Fuel Tank Capacity	4.000 lt
Water Tank Capacity	800 lt
Design Category	CEA

© The International Yachting Media

Monte Carlo Yachts MCY 70 Performance

* Minimum planing speed

RPM	Speed in Kn	lt/h	Lt/Nm
600	6,5	10	1,54
800	8,2	22	2,68
1.000	10,1	44	4,36
1.200	11,8	80	6,78*
1.400	12,7	135	10,63
1.600	15,5	200	12,90
1.800	18,4	270	14,67
2.000	23,7	360	15,19
2.200	26,2	422	16,11
2.380	28,7	480	16,72

immersed in the luxurious white-and-teak contrasts in a unique sensory experience.

Conclusions

The owner of the MCY 70 is an experienced boat owner who knows what he wants.

He chooses Monte Carlo Yachts probably after having had other boats, looking for a definitive and flawless yacht that can excel in terms of performance and elegance.

Refined and demanding, he finds in the MCY 70 all the answers that the new Vision series manages to condense in this extraordinary boat which, build with the same standards as superyachts, undoubtedly reflects all the qualities.





Contest 67CS

CONTEST 67CS

THAT'S HOW A WONDER SAILS

by Marco Pinetto

If a list of the seven wonders of boating had been drawn up, like that of the seven wonders of the world, the Contest 67CS would have certainly and rightfully joined it. Beauty, luxury and performance are masterfully mixed together in a 21-meter yacht that is close to perfection.

Made in perfect Contest Yachts style, and therefore without sacrificing a single screw upon the altar of costs, the Contest 67CS is the perfect example of how all sailboats should be built. At least those that really want to sail. It is sufficient to put the boat about to see the huge difference.

That is exactly why, as soon as the opportunity arose, we rushed to test her in the native waters of Medemblick, Holland.

Contest 67CS Sea Trial

The Contest 67CS is a very particular boat. Equipped with a hull designed by Judel & Vrolijk, the world masters of speed, she nonchalantly boasts a light average displacement, caring nothing about the frantic yet useless search for a lightness that, although useful in light wind, entails many contraindications in all the other cases.

I think about this while, immediately after giving canvas, the Waldron gathers way effortlessly and begins to do what she prefers:





© The International Yachting Media

to sail. It is a royal gait that of the Contest 67CS which, at all concerned about the short steep wave that characterizes the IJsselmeer, moves almost as if we were in flat water.

It's sunny, the true wind is blowing at 15/16 knots but, despite a temperature of 4 degrees, as soon as we set up sails, the Contest 67CS takes off and we forget the cold. At 80 degrees from the apparent wind, we're already sailing at more than 10 knots. The boat is slightly heeled and runs determinedly, as on tracks. A feeling of pleasure and euphoria overcomes me while I think how extraordinary it is to sail like this.

The swell increases as we move away from the coast but the Waldron seems not to care about this; navigation is always fast and



© The International Yachting Media

comfortable. After passing the shallow water area, we can finally maneuver at will, in any direction.

I start to sail close to the wind while the boat heels and the crew trims sails. The bow cuts through the waves, without hesitation and without any shocks. At 50 degrees from the wind, we are still sailing at 9 knots. Comfort on board is stunning.

At the wheel, the perception of the boat is total, the helm transmits everything and it is very easy to understand when to luff, to bear away or to command to ease the mainsail. From these two wheels, it is equally clear if, like in this case, we are over-powered.

After all, with a true wind of 16 knots and a speed of 9, it is easy to calculate the apparent wind (22/24 knots) and we're at full speed. But a test is a test, so, although the wheel is asking me to slow down, I sail even closer to the wind.

At 30 degrees, we're still sailing at more than 8 knots in total comfort. The bow is surprisingly dry and I'm having fun like never before. Even now that, sailing close-hauled and with the boat heeled, we're handling the waves from a not exactly favorable angle, everything is safe and stable on board, the reactions controlled, the life on board comfortable.

In such conditions, I leave the helm of the Contest 67CS to **Annick Conijn** and go below deck. I walk in this oblique universe using the numerous handrails and holds that, as if by magic, materialize there, exactly where they are needed.

Below deck, luxury, practicality and elegance are perceivable everywhere. It is a dazzling beauty that almost gives no perception of the real heeling angle of the boat. The total absence of crunches, as well as the sound of the sea that comes here muffled, says a

lot about the building parameters used by Contest Yachts which, thanks to the well-known Conyplex Vacuum System and the use of a balsa core, builds one-piece, sound-absorbing, sturdy and thermally insulated hulls.

I get on the deck and take the wheel again, I try to sail close the wind to the maximum and, at 25 degrees from the apparent wind, we fly at 7.4 knots which, with a furling mainsail, are really many. Then, I start to sail less close and, again, the speed increases and the heeling decreases.

The Contest 67CS turns into a motorboat and the log marks double digits again, the trail is clean, the drag completely absent. At 100 degrees from the apparent wind, despite the 110% genoa of which the boat is equipped, we're still sailing at 10 knots. I can

only imagine how the Waldron could sail with her red gennaker which, unfortunately, is not on board today.

A look at the stern confirms the speed we have maintained, the coast is far and its profile begins to disappear. It's time to come back and I want to test this boat with the staysail which, under such wind conditions and sailing close-hauled, is its sail.

We roll up the genoa and we remain with the mainsail only. At 100 degrees, we sail at 5.5 knots. What a hull, guys, what a hull....

At this point, we set the running backstay and unroll the staysail. We luff, we trim the staysail and... and I discover a new boat. The wheel lightens and the heeling decreases. The speed is almost the same as before, when we were over-powered.



In such conditions, steering with two fingers, I can choose the exact point where to pass a wave, precision is absolute, comfort is total although we are sailing against the sea between 9 and 10 knots.

As the waves pass, the Waldron does not slow down. This light average displacement is amazing and the advantages are remarkable. Reluctantly, I let my colleague take the helm and start walking on the deck where everything is safe and stable, so stable that I can take some photos.

The sun is setting and colours get warmer. Annick joins me and she, too, after taking her mobile phone out of her sailing jacket, begins to take some photos. The naturalness with which she walks upwind to reach the bow suggests her passion and expertise.

The latter are essential ingredients to run, together with her brother Arjen, the shipyard which builds what are probably the best sailboats in the world.

And, if the concept is still not clear to you, I suggest you to visit Medemblik where, in addition to great hospitality, you can see for yourself what it means to sail on board one of these masterpieces.

Interiors

Let's start by saying that the Contest 67CS is not a 67-footer but a 70, even abundant, one. In spite of her acronym and in contrast to many other shipyards, Contest Yachts has built a boat with an overall length of 21.26 meters (70 feet) which become 21.71 (71.22 feet) when the bowsprit is considered.



There is therefore "a lot of extra boat" in this Contest, where lengths and volumes are clearly perceivable, both inside and outside. You can realize this in the dinette where, thanks to a beam of 5.65 meters, you can enjoy a spectacular space.

A space that, in perfect Contest Yachts style, the owner managed to customize abundantly, thus recreating, through the extensive use of leather, woods in warm tones and brass details, the Caribbean atmospheres of the "Buena Vista Social Club", a theme very dear to him. This atmosphere culminates in the creation of two cigar humidors, one completely hidden behind the sofa on the left bulwark, the other which transforms and becomes a smoking table of rare beauty.

In a world where the term "custom" is often used very lightly, these details unequivocally underline the very high level of customization and of quality that the shipyard is able to express.

The U-shaped galley develops from the dinette. Beautiful and designed to be used without difficulty in navigation, it features an extraordinary storage capacity as well as a multitude of arrangements that cancel the risk of seeing ingredients roll at every tacking.

The Master Suite is accessible from a corridor positioned behind the chart table. Here, the shipwrights of the shipyard have created a series of pieces of furniture whose quality leaves no room for interpretation. Solid wood and curves chase each other in a space without corners which comes into contact with leather to create an overall effect of rare beauty.

The big central bed is surrounded by a walkway of perfect size that frames it, housing two bedside tables and two sofas

which, positioned on each side, convey the cabin a very particular character.

The VIP cabins in the bow, in this version chosen by the owner, are twin and positioned along the bulwarks. Their bathrooms, each with separate shower, are positioned forward. The crew cabin features a double entrance and can be reached both from a hatch on the deck and from the bathroom of the guest cabin on the left.

Every space is created with the same obsessive care and with the same attention to details that the shipyard reserves to all its yachts.

Yachts that are, in all respects, true masterpieces.

The base price of the Contest 67CS is equal to 2.6 million euros which, considering construction, equipment and finishes, is not so high, especially if we consider the price over time of these boats.

Technical Specs

Length overall	21.26m	69.75ft
Length overall including bowsprit	21,71m	71,22ft
Length waterline	18.50m	60.70ft
Maximum beam	5.65m	18.5ft
Displacement	39,500 kg	87,081 lbs
Draft bulb keel	2.95m	9.67ft
Main sail	145m ²	1,561ft ²
Genoa 111%	108m ²	1,162ft ²
Fuel tank	1,590 ltr.	349.8 imp. gal.
Water tank	988 ltr.	217.3 imp. gal.
Engine, Volvo Penta	180hp	132kW

Contest 67CS Performance Specs

Sailing performance

Apparent Wind Angle	Speed in knots
25	7,4
30	8,1
40	8,6
50	9,1
60	9,4
70	10
80	10,2
90	10,3
100	10
110	8,9
120	8,3
130	7,9
140	7,2

Performance under power

Giri motore	Velocità in nodi
600	3,9
1000	4,5
1250	5,7
1500	7,2
1750	8,2
2000	8,9
2250	9,3
2500	9,8
2750	10,1



Absolute 47 Fly

ABSOLUTE 47 FLY SEA TRIAL

DON'T CALL HER LITTLE!

by Marco Pinetto

Absolute Yachts joined the latest boat shows with the new Absolute 47 Fly, a model which renovates the range of the Italian shipyard since it lowers the bar and allows to enter the Absolute world from a 14-meter size.

With this model, indeed, Absolute Yachts introduces the design, the spaces and the materials we have already seen and appreciated on the latest bigger models on the entry level of the Fly range.

The result is a 47-foot boat for which the definition of "little" would be too restrictive. Fitted with three cabins, wide and comfortable exteriors and an additional cockpit with a table in the bow, the new Absolute 47 Fly has nothing to envy to many flybridge models of bigger size.

We tested her and we realized that these renovated characteristics are perfectly combined with those that have made Absolute models famous all around the world, such as maneuverability, low fuel consumption and unique comfort at sea, both in the interiors and on the flybridge.

Absolute 47 Fly Sea Trial

We test the 47 Fly under undemanding weather conditions. The sun is shining, the



© The International Yachting Media

temperature is perfect to wear a pair of shorts and a t-shirt and the sea is absolutely quiet.

It's an excellent opportunity to fully enjoy the flybridge of this boat, especially considering that that of the model we're testing is completely open since it is equipped with no hard-top.

We seat in the interior steering console, we start the two Volvo IPS 650 engines and we leave the port of Varazze with extreme ease thanks to the joystick control system. The boat is fully loaded, with 9 passengers on board, full fuel tank and the water tank at 70%.

Thanks to the total absence of waves, we can detect the performance of the 47 Fly quite easily. So, we set the flaps to zero and push gas throttles down. The speed increases

progressively. At 1,200 rpm, we are already running at 6 knots and, within just 13 seconds, we can get the boat on plane at almost 13 knots while the fuel consumption decreases gradually.

We accelerate a little more and, finally, we reach the cruising speed, that is 22 knots at 3,400 rpm with an overall fuel consumption of just 7 liters per nautical mile. These consumption levels are not bad, especially considering that the l/nm consumption continues to decrease with increasing speed.

At 3,600 rpm, we register a consumption of 6.7 l/nm. At 3,700 rpm, the latter reaches 6.7 l/nm with a top speed of 28 knots.

The noise inside is very low: about 70 Db in the range between 2,000 and 3,200 rpm.



© The International Yachting Media



© The International Yachting Media

I climb on the flybridge to fully enjoy the sensation of the wind in my hair.

I try to perform some turns and the 47 Fly reacts in a precise and well-balance way. Sure, I can't expect the same agility than a sporty boat but, for a flybridge model, it's enough.

I draw some circles in the water to test the turning radius, which is good, and I intercept my wake to find out how the 47 Fly reacts to the impact with the waves.

The waves that I can raise are modest, but the boat does not seem to feel the impact either. Being in the highest part, therefore the one most subject to vibrations, this is an excellent indication of the quality of the hull.

Just as I wanted, I'm enjoying the navigation to the fullest.

I am in the open sea, but I want to try to maneuver in the strait, simulating a possible mooring. A boat of this size is often steered exclusively by the owner, so I want to test whether it is easy to maneuver without a professional crew. The Fly 47 moves in tight spaces, certainly the joystick helps, but everything seems to be very light and it is not hard to quickly move the weight of the boat.

I let my colleagues take the helm, conscious that, with the Fly 47, Absolute Yachts has certainly succeeded in creating an easy-to-steer and extraordinary seaworthy boat.

Absolute 47 Fly Interiors

The division between the interiors and the exteriors of the 47 Fly carried out by the shipyard enables the boat to accommodate

more than a single family. It is no coincidence that the lower deck houses three cabins – two of which are double – and two bathrooms.

More specifically, the master cabin is positioned in the bow and equipped with a transversal walk-around double bed. On the right side of the cabin, a door leads to a private bathroom with separate shower box.

Absolute 47 Fly Performance

Test conditions: 9 passengers on board, fuel tank at 95%, water tank at 75 %

Weather conditions: no wind, no waves

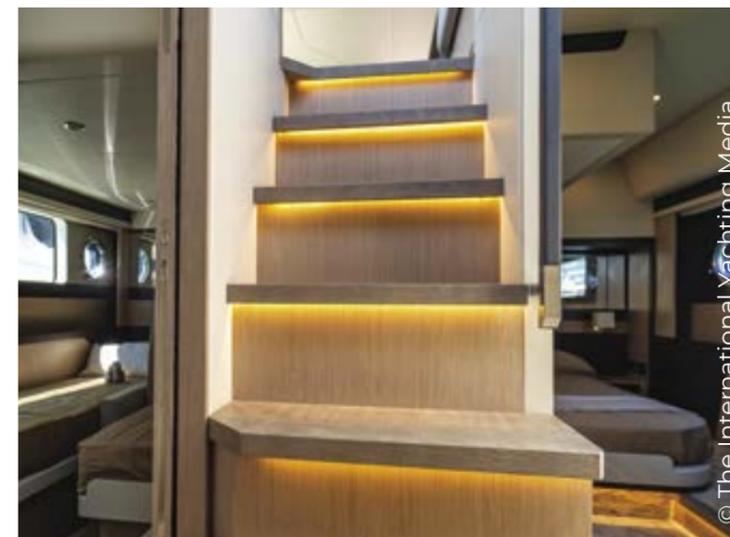
RPM	Speed (kn)	Fuel Consumption L/h	Fuel Consumption L/nm
600	3,2	3	0,9
1000	5,5	8	1,4
1200	6,1	12	1,9
1400	7	18	2,5
1600	7,7	25	3,2
1800	8,5	34	4
2000	9,2	45	4,8
2200	9,7	60	6,1
2400	10,3	82	7,9
2600 Min. Planing Speed	11,1	97	8,7
2800	12,5	117	9,3
3000	15,2	134	8,8
3200	18,4	143	7,7
3400 Cruising Speed	22,3	158	7
3600	25,2	165	6,5
3700	28	190	6,7

Acceleration	Time in seconds
0-Planata	13
0-Massimo	40

On the left side, instead, a huge walk-in wardrobe offers a considerable space where the owner can put his clothes in total comfort. The natural light floods this cabin with excellent brightness and some lateral windows offer a breath-taking view on the sea.

The VIP cabin is furnished with a double bed and occupies three quarters of the left side of the boat.

The only detail that suggests that this cabin is not the owner's one is the absence of an exclusive access to the bathroom. The VIP



cabin, in fact, shares a single bathroom (located in the corridor) with the twin-bedded cabin.

The VIP cabin, however, is distinguished by other details. The double bed, for example, is positioned in the middle of the cabin and has excellent dimensions while, on the aft section, a door gives access to a true walk-in closet that is significantly bigger than the forward one.

Going back to our initial reasoning, it is easy to assume that this layout will be appreciated by all those who want to have a cruise with their own children and a couple of friends without sacrificing essential spaces on the upper deck.

The dinette, in fact, is well-equipped to accommodate guests and is a smaller copy of the ones that can be found on the bigger fly models.

“Absolute Yachts introduces the design, the spaces and the materials we have already seen and appreciated on the latest bigger models on the entry level of the Fly range.”

The dining area/living room is positioned in the middle of the upper deck, well lit by the windows that envelop the entire length of the dinette.

An L-shaped galley, instead, is located in the aft section to serve both the indoor and the outdoor table.



Technical Specs

Length overall	14,63 m
Width	4,48 m
Water tank	530 l
Fuel tank	1.600 l
Places per person	14
CE homologation	B
Motor Vehicles	2 X Volvo D6 - IPS 650

Absolute 47 Fly Exteriors

Our description of the exteriors of this boat cannot but start from the flybridge. In the version we've tested, due to the absence of a hard top, this area is completely open, which enabled us to appreciate the large sun pad enveloping both the bow and the left side of the steering console. From there, you can enjoy both sunbathing and navigation from a privileged position. Moving aft, a wet bar is positioned on the left side and precedes a dining table surrounded by a U-shaped seating.

Below deck, the outdoor cockpit equipped with a table and covered seating leads us to the bow. The side-deck is comfortable and

the starboard one gives instant access to the indoor steering console. The forward cockpit is equally equipped with a telescopic table that, according to the position selected, can turn into a large sun pad or into an additional dining/relaxation area.

Going back to the stern, we find out a hydraulically-operated platform that, when immersed, can accommodate a tender.

Unlike many recent Absolute models, the 47 Fly does not have a crew cabin and we immediately notice the absence of the traditional external access to it. After all, a boat of this size does not necessarily require a crew and one less cabin in the stern has allowed to free more space for the two guest cabins on the lower deck.





Magazzù MX-14 Classic

MAGAZZÙ MX-14 CLASSIC

THAT'S HOW THE
QUINTESSENCE OF BEAUTY SAILS

by Marco Pinetto

If there was a way to synthesize the quintessence of the beauty of a Maxi Rib, this would be undoubtedly be a shot of the Magazzù MX-14 Classic.

The MX-14 is not a boat for everyone. Very popular among VIPs and celebrities, this yacht is designed for a few demanding and refined admirers of good living, or luxury lifestyle if you prefer, of which it perfectly embodies all characteristics.

However, the Magazzù MX-14 Classic is not only a beautiful yacht since, behind her luxury image, she hides high-end technological content and manufacturing which allow her to be classified as **one of the best Maxi Ribs in the world**.

It is therefore not difficult to imagine how staying two days on board the Magazzù MX-14 Classic was not just work for us but, also and above all, a personal pleasure.

Magazzù MX-14 Classic Sea Trial

Encountering the **Magazzù MX-14 Classic** in Mondello is a special gift. Maybe that's why, while I give Claudio Magazzù the equipment





and climb on board, I feel very excited. You cannot remain unsensitive to such great charm that, amplified by the morning light, perfectly illuminates one of the most beautiful beaches I have ever seen.

The MX-14 we're about to test is owned by a famous actor who is also an experienced sailor and a historic client of the shipyard. He has chosen to fit the boat with its ideal engine option, that is the one made up of twin Volvo Penta D6 engines, 400HP each. Customization is one of the main strengths of Magazzù. In addition to the engine option, which could reach up to 1,200HP in this specific case, the owner can also choose many other details. The shipyard, in fact, creates truly full-custom boats, designed around the client's needs.

The owner has largely customized this Magazzù MX-14 Classic, which clearly shows he's an

expert. He has equipped her with many smart solutions, including a submersible electrically-operated bathing ladder and an equally electric awning which extends and covers the whole cockpit. By choosing the above-mentioned engine option, he has also equipped this 14-meter boat with a steering joystick system which significantly facilitates handling.

And it's precisely by using the joystick that we easily get out of a very difficult berth and start to sail.

The steering console is ergonomic and the angle of the windscreen does not hinder what is a practically perfect visibility. I put the gas throttles in "single lever" mode and start to accelerate slowly.

At the displacement speed – the most difficult one for a Maxi Rib – the MX-14 sails in total

comfort without never losing precision. This is a walking pace that, for a boat which will sail among the most beautiful beaches and the most exclusive ports, is very important.

I go on accelerating and, much earlier than I expected, at just over 10 knots, the yacht amazes me, gets up on plane and delivers a very clean trail. I let the plane take place and then I take a look at the instruments, we are sailing at 12 knots and it is as we were suspended on an air cushion.

I have already tested other Magazzù yachts, I know that the shipyard represents the highest experience in the design of stepped hulls but this...this is really a superhull. And, indeed, as the speed increases by just 400rpm more, we're sailing at more than 20 knots.

At this speed, we're consuming just 60 l/h in total, which clearly suggests that this is an extraordinary hull with minimal resistance to advancement, especially considering that this 14-meter yacht has a weight in running order of 8 tons. It is no coincidence fuel consumption is one of the main reasons why people choose Magazzù.

More and more curious, I push throttles forward. The Magazzù sprints forward and, in a matter of seconds, reaches a little more than 45 knots while I, sitting as if I were at home, remain dazed in the face of the impressive stability of this yacht.

I release pressure on the steering wheel, my knuckles return to their pink color and then, slowly, I perform a turn at maximum speed.



The maxi Rib reacts with its usual precision, tilts a bit and draws a fantastic turn on the water.

I slow down up to 35 knots, the maximum cruising speed, and start to get into it, trying to put the Magazzù MX-14 in difficulty. I turn quickly and heeling increases, the Rib shows no sign of drooling in the wake. I counter-turn but the only effect I get is the fun of the passengers who, like me, are enjoying it to the full.

I reduce the turn radius and the speed, due to the effect of lateral friction, decreases to 28/29 knots. Now I am in a perfect circle, with a diameter of no more than 20 meters, I am about to meet the waves of my wake. I warn the crew to hang on but ... but nothing, we pass on our own waves without shocks, without impacts, we simply cross the waves and continue.

I tighten the turn radius hard and leave the rudder. The Magazzù continues her "round race" without making a plissé, she seems on the tracks.

I go on, I know that this is not a racing Maxi Rib but, believe me, I have never seen such a high-performing one.

I slow down and, at around 25 knots, I head for Mondello where we will pvss the rest of the day.

“Magazzù MX-14 Classi is not only a beautiful yacht since, behind her luxury image, she hides high-end technological content and manufacturin”

At anchor, the deck

Once arrived where the water is transparent, we drop the anchor in little more than 3 meters of water and become familiar with the boat in its most important configuration of use.

With the push of a finger, we extend the awning and, despite a temperature of over 30 degrees, the shade and the sea breeze create a situation of "natural air conditioning" which makes the stay on board very pleasant.

The large wet bar positioned under the awning contains a huge refrigerator, from which small bottles of water begin to come out at sidereal temperatures that give relief to us and to the occupants of the support boat who, in the meantime, have reached us.

Now, we are seven on board but, given the dimensions of the Magazzù MX-14 Classic, everyone finds a place in the shade without



problems. The U-shaped sofa in the cockpit can seat at least six people without problems while two removable tables serve them with their cup holders. Behind the sofa there are two giant sundecks which, separated by a central walkway, allow two people to sunbathe in maximum comfort.

At the foot of the sundeck, we find what, more than a bridge, is a true private beach area. The huge surface of this zone is, in fact, further amplified by the presence of a beautiful electric bathing ladder which, at the pressure of the electric servo control, extends and, at will, reclines to form a descent ladder to the sea of a unique beauty.

Forward, another large sundeck complete a deck which, without exaggerating, has the same functions and dimensions than a yacht of at least 50 feet in length.

Interiors

I take my camera and start exploring the interiors of this Magazzù MX-14 Classic. I open the sliding door for the first time and I remain speechless. At my feet there is what is much more like a luxury loft of an apartment in the center than the interior of a maxi Rib.

Once below deck, I can fold the ladder and make it disappear, further increasing the feeling of space that this space gives. A galley on the left and a sofa on the starboard side, both L-shaped, frame a corridor leading to the bow cabin.

On the left, there is a bathroom with separate shower which would not disfigure even in master suite of a flybridge while, aft, hidden by a curtain, another cabin is equipped with a double bed.



Unexpected from the outside, the interiors of the Magazzù MX-14 Classic offer definitely surprising spaces which do not weight down the lines of this amazing boat.

Everywhere, you can perceive the high level of finishes, the quality of the wood details and the study of lighting which, sometimes direct and sometimes reflected, contributes to extend the boundaries of this space, far beyond its natural limits.

Conclusions

The Magazzù MX-14 Classic is a Maxi Rib which, if on the one hand she represents the maximum stage of the evolution of this category, on the other she is undoubtedly

chosen because people fall in love with her at first glance.

Able to make people turn their heads when entering the port, she is designed for demanding and refined owners who certainly buy her because she is simply beautiful, but they are also able to go further and understand her very high technological content.

The very high customization possibilities offered by the shipyard make all Magazzù Maxi Ribs unique and able to fully meet the tastes and needs of their owners who, at the time of delivery, will have no doubts about having purchased what is the **best product on the market**.

And the latter is the first choice factor of a luxury boat.



Performance

RPM	Speed	Fuel Consumption (l/nm)	Fuel Consumption (l/h)
600	3,3	0,7	2,3
1.000	5,47	0,8	4,4
1.250	8,12	1,9	15,4
1.500	9,63	2,7	26,0
1.750	11,8	3,4	40,1
2.000	16,2	3,2	51,8
2.200	20,4	3,1	63,2
2.400	23,6	3,1	73,2
2.600	26,1	3,1	80,9
2.800	29,1	3,2	93,1
3.000	34,7	3,2	111,0
3.200	38,4	3,3	126,7
3.400	42,1	3,5	147,4
3.600	45,1	3,9	175,9



Mercury
450R

MERCURY 450R

THE NEW OUTBOARD OF MERCURY MARINE RACING LINE

by Marco Pinetto

We already announced their imminent arrival before summer.

We talked you about them while, excited, we were waiting to test them. Now that the test has been carried out, the word “emotion” strongly emerges from the brackets where it was confined to indelibly remain impressed in our memory.

The Mercury 450R are true rockets

During the Genoa International Boat Show, the day before the test and after arranging the test time, Mercury technicians left us with these words: be careful with your neck tomorrow! Their smile was sly, we would have understood why on the following day.

Here's what happened.

Mercury 450R Test

We get the quay early in the morning. Two Mercury 450R are waiting for us in their white-and-red livery, installed on the transom of a [Nuova Jolly Prince 38](#). We are immediately impressed by the design of the narrow and tapered caps. Do they really contain 450HP and a turbocharger?



© The International Yachting Media



© The International Yachting Media

The engines are already running but are totally silent, they are slightly audible on idle. We put our self-inflating jackets on, fasten the emergency lanyard and immediately set sail.

We're three on board, with a total weight of 240 kg. The boat, instead, has a dry displacement of 3,200 kg and a fuel capacity of 550 liters. The two V8 4.6 l supercharged Mercury 450 R weigh 313 kg each, offering **the best weight/power ratio of the market**. Their 900 horsepower will therefore have to face a total weight of almost 5 tons.

The sea is not flat. The north wind blows decisively and generates steep insidious waves, but we want to put the engines through the mill. The Mercury Active Trim system will have a lot to do.

I put the bow into the waves, push the throttles forward and finally realize what technicians

referred to on the previous day. I am pushed back against my seat, so I contract my neck muscles to resist the push. The power is great and immediate, the new engines show us immediately what they are made of.

I immediately abandon the idea of writing down the data on my notebook, writing is simply impossible. I therefore connect to VesselView, the Mercury Marine application which displays all the data coming from the engines on a mobile phone screen. Give the speed and the thrust that the outboards deliver, taking screenshots is the only possible way to "secure" our data.

Now, we are ready to carry out our acceleration tests. 20 knots in 3.4 seconds, 30 knots in 5.6 seconds and, at the ninth second, we are already running at 40 knots while the Mercury 450Rs only run at 4,700 rpm.

In just 9 seconds, the boat "flies" at 40 knots and 4,700 rpm.

The engine sound is full and aggressive and, when the turbine starts, it becomes a really exciting music. The Active Trim system is very useful; with such performances, manual adjustments would always be late and inaccurate.

The boat reaches 50 knots in just 13.4 seconds and the thrust never seems to end. At maximum rpm (6,400), the Mercury 450R torque makes us reach 61 knots.

I push the gas throttles back to catch my breath.

The two Mercury 450R on test "wear" 21-inch Evolution 4 steel propellers. Speaking with the Mercury driver who accompanies us in this test, I find that the same boat but with 23-inch propellers have already exceeded 67 knots ... Maybe a record for a standard 38-foot inflatable boat.

At this point, I want to test the engine response by performing continuous accelerations and decelerations. Even at low engine speed, the volumetric compressor always seems to be running, the thrust is vigorous and immediate. When all the torque comes into play, the engines' reaction is prompt, it goes from "zero to one hundred" in an instant.

I perform increasingly tighter and faster turns, the rotation angle of the engines is 29.5 degrees, the Active Trim works unceasingly on both engines and I don't have to worry about cavitation. The system ensures an excellent power management, even in the event of pilot error. I tighten the radius up to 15 meters ... We are still running at 20 knots, with both propellers well planted in the water. I'm having a lot of fun.



© The International Yachting Media

Finally, a brief reflection on fuel consumption

The data we collected clearly show that the best cruising speed is the one that the engines deliver at 3,500 rpm. The speed is above 25 knots and the total consumption for the two engines is 3.1 liters per mile.

It is a definitely excellent result for a 450HP supercharged engine.

Compared with the Verado 300, the most powerful Mercury V8 4.6 L engine we already tested on a boat with the same weight as the Prince 38 CC, the fuel consumption of the 450R is just half a liter/mile higher. Very low, considering the 150 horsepower gap that divides the two engines. You can therefore enjoy long transfers without using a lot of fuel.

As speed increases, consumption increases, too. Acceptable when sailing at 45 knots and 5,000 rpm (in this case, consumption is equal to 3.8 nm), it reaches 5.5 l/nm when sailing at full speed.

Moreover, although more powerful, the Mercury 450 R are more fuel-efficient than the only other outboard capable of delivering almost the same power.

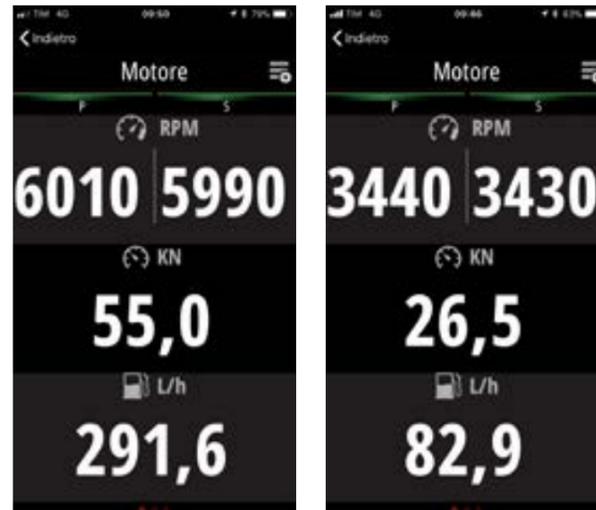
However, consumption should not be taken too seriously. It is clear that those who choose this engine don't focus on savings.

The Mercury 450 R is generally appreciated for its exciting performance and for being the most powerful and most advanced standard sports outboard in the world.

Mercury 450R Engineering

Differences with the Mercury 400R

The Mercury 450 R, the most powerful model



Mercury 450R Engineering

RPM	Speed in knots	Total Fuel Consumption (l/h)	Total Fuel Consumption (l/nm)
600	3,5	7,1	2
1.000	5	12,6	2,5
1.500	7,5	24,8	3,3
2.000	10,5	39,3	3,7
2.500	13	53,5	4,1
3.000	20	68	3,4
3.500	26,5	83	3,1
4.000	33	107	3,2
4.500	38	150	3,9
5.000	44	170	3,8
5.500	50	223,6	4,4
6.000	55	291	5,2
6.400	61	339	5,5

Acceleration (kn)	Time in seconds
0-20	3,4
0-30	5,6
0-40	9
0-50	13,4
0-60	17,8

Test Conditions: wind gusts up to 20 knots, low short waves, 3 passengers on board

of the Mercury Marine Racing is based on the new 4.6-liter V8 powerhead, a big difference compared to the 400R which, instead, is a 2.6 L 6-cylinder in-line engine.

The difference in weight between the two engines is only 13 kg in favor of the 400R, very few compared to the corresponding increase in 50 horsepower and 40% more torque in favor of the 450R.

Technique

The 450 R is based on the same 4.6-liter V8 powerhead used for the normally aspirated Mercury Racing 300R outboard models. The proprietary 64-degree aluminum block is topped with aluminum cylinder heads with a Mercury Racing Quad Cam Four Valve (QC4) design and double overhead camshafts (DOHC). The valve train features a high-performance intake cam profile and race-





spec Inconel exhaust valves. The camshafts are chain-driven and run in an oil bath so there is no timing belt to maintain..

The weight/power ration is simply great: 1.47 HP per Kg, which is **the best weight/power ratio of the market.**

Supercharged Performance

The engine extracts incredible power from a Mercury Racing belt-driven twin-screw supercharger. The supercharger is water-cooled to reduce the temperature of the intake charge and increase power.

Twin charge-air coolers are designed to reduce the temperature of the compressed intake charge to further increase air density and power output. To maintain peak performance,

“ The engine sound is full and aggressive and, when the turbine starts, it becomes a really exciting music. The Active Trim system is very useful; with such performances, manual adjustments would always be late and inaccurate.”

a boost bypass valve automatically adjusts maximum boost pressure in response to changing ambient conditions.

Gearcase

The surface-piercing Sport Master gearcase, designed for boats capable of speeds in excess

of 70+ Knots, features low water pick-ups and a crescent leading-edge for maximized efficiency, and for the 450R application, a stout new one-piece 1.25-inch diameter stainless steel propshaft. The available cambered skeg counteracts prop torque for improved performance and handling in single-engine applications. The 450R is also available with the 5.44 HD gearcase for lower-speed and traditional submerged applications.

All 450R gearcases have a 1.60:1 gear ratio for enhanced acceleration and speed.

Propellers

On the new 450R models, the popular MAX5 and Outboard CNC Cleaver props are required for use with the surface piercing Sport Master gearcase. For 5.44 HP gearcase applications, Mercury Racing's Bravo I FS, Bravo I LT, Enertia ECO XP, and Rev 4 XP are excellent options.

Colour Options

The Mercury Racing 450R is available in Cold Fusion white and the legendary Mercury Phantom Black.



Cold Fusion White models are finished with Devil Red Eye cowl accent panels with a white Advanced MidSection (AMS) and gearcase. Black models are finished with Graphite Grey cowl accent panels and matching Graphite Grey AMS and gearcase. Devil Red Eye, Graphite Grey and Carbon Fiber accent panel kits are available to custom-match a 450R outboard to a boat color scheme



Guidi Valves: a four-season test

GUIDI VALVES

A FOUR-SEASON TEST

by Marco Pinetto

We installed the Guidi Srl valves three years ago for a four-season sea trial on board the Daydreamer, the lab-boat of The International Yachting Media, the one we use to carry out most of our product tests.

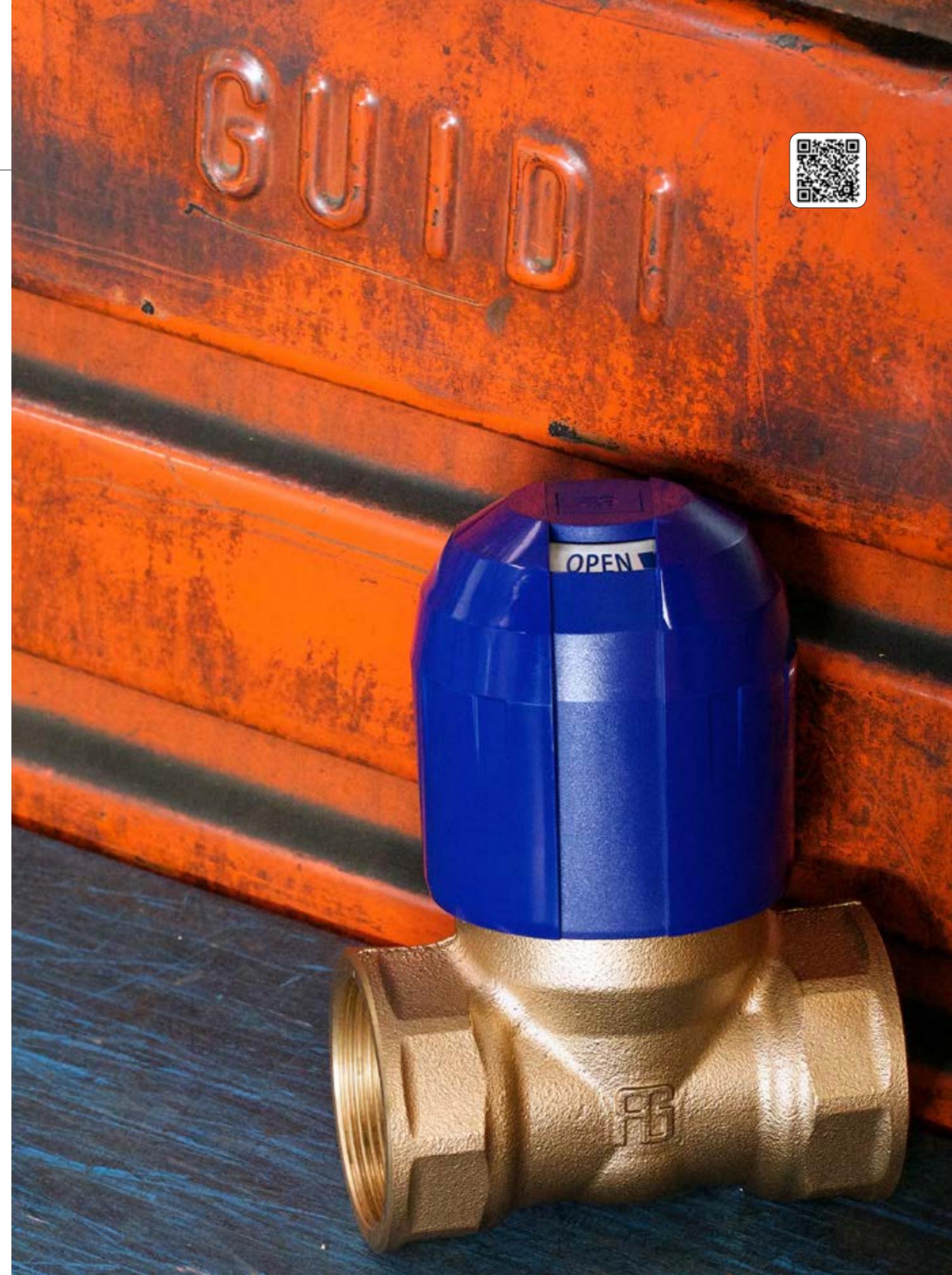
During this period, we have covered more than 15,000 miles between tests of all kinds, including races and very long summer cruises. In short, we didn't go halfway and the valves we have installed have been really put through the mill.

Before getting to the heart of the test and telling you what we have seen in this period, let us give you a brief recap of the products we have tested and of our previous observations.

The **Guidi** valves installed on our boat are of two types:

1. **Alex**: a threaded non-stick valve with two opposite hoses and a 90-degree shutter. An exclusive patent of the manufacturer.
2. **Non-stick 2210**: a valve equipped with a straight internal way that allows the passage of 100% of the liquids, internally equipped with a scale prevention system that prevents it from being blocked. It is also equipped with a safety stop.

Both valves – and that is the greatest innovation introduced by Guidi Srl – are no



longer operated by means of a lever that activates a sphere (the classic system), but they are built with a screw rotation mechanism which, operated by a rotating head, moves a gate valve.

Guidi valves: our feedback

Easy installation: since Guidi valves have no opening levers, they can be mounted in tight spaces and can be operated easily.

Easy of use: the revolving head is demultiplied (more revolutions, lower load and pressure); this way, the action on the valve is always very soft and its operation does not require the use of force. Even a child would easily use them. On the Daydreamer, during

our four-season test, the valves have never presented a hint of seizure, ever!

Safety: The valves are installed in the critical points of each boat and they control the seacocks; needless to emphasize the obvious importance of this point. The “open / closed” label, clearly visible through the windows of the heads, eliminates the risk of dangerous errors and helps us to have a clear control over their status

Corrosion resistance

After three years, we can only confirm it. All the Alex and Non-stick valves we have installed are in excellent conditions. Only on some points of their surface, we can see a natural and light green patina. A good benchmark for us was

offered by common valves of competitors which we had installed at the same time as the Guidi ones.

It should be noted that the **Daydreamer is a vert wet boat:** the shaft line, the mast and her 34 years of age make the bilge hardly dry.

In such conditions, while common valves got visibly rusty with the natural consequence of continually locking up, the Guidi ones are in great shape and none of them has ever given the slightest sign of seizure.

The oxidation resistance of the Guidi valves is therefore an additional plus in terms of safety as well as a clear saving in terms of maintenance, especially if the valves are installed on the seacocks.

Ease of use, in any condition

The Guidi valves we have installed on the seacocks can be considered as “everything-proof”. This is maybe a confirmation but an important part of the test was the race we joined last June. It was maybe an extreme case but certainly essential for our purposes.

In other words, many competitive owners have probably had trouble getting into the sea during regattas that take place uninterruptedly for several consecutive days and with a large crew. Fatigue, distraction and unfamiliarity with systems can cause unpleasant problems with the loading and unloading valves.

Our Daydreamer, instead, never had any problems during the races, which obviously led to the continuous opening and closing of the seacocks by the eight members of the team.

Everything went smoothly and, considering that the crews did not know the boat, they



© The International Yachting Media



© The International Yachting Media

understood the valves operation after having seen them only once.

This is all thanks to the extraordinary ease with which the knob is operated and the label which bears the word “open” and “closed”, thus giving a true certainty on the state of the valve (especially at night), and thus finally retiring the famous question: “Is the seacock open?”.



© The International Yachting Media



Filippetti S 55

FILIPPETTI S 55

QUALITY IS ALSO IN DETAILS

by Luca D'Ambrosio

What are the ingredients which make a boat perfect? We could easily mention lines, seaworthiness, speed and so on. But what really distinguishes a boat, among the many on the market, are details.

Filippetti Yacht, in a time where market is moving towards increasingly bigger figures, bucks the trend and builds boats where quality and details are never sacrificed on the altar of costs. A highly prestigious products with great attention to details.

We could see that first-hand by analyzing the S-55 exhibited at the Fort Lauderdale Boat Show, the Sport Coupé model of the Italian shipyard. We summarize why in three details.

The interior upholstery of the Filippetti S 55

Upholstery is the first detail that highlights the special care paid by Filippetti Yacht to details.

Leather is the main material used in the interiors. Where simple wood could have been enough, the shipyard has done more. The most disparate edges, the smallest curves that intersect the furniture and the



© The International Yachting Media



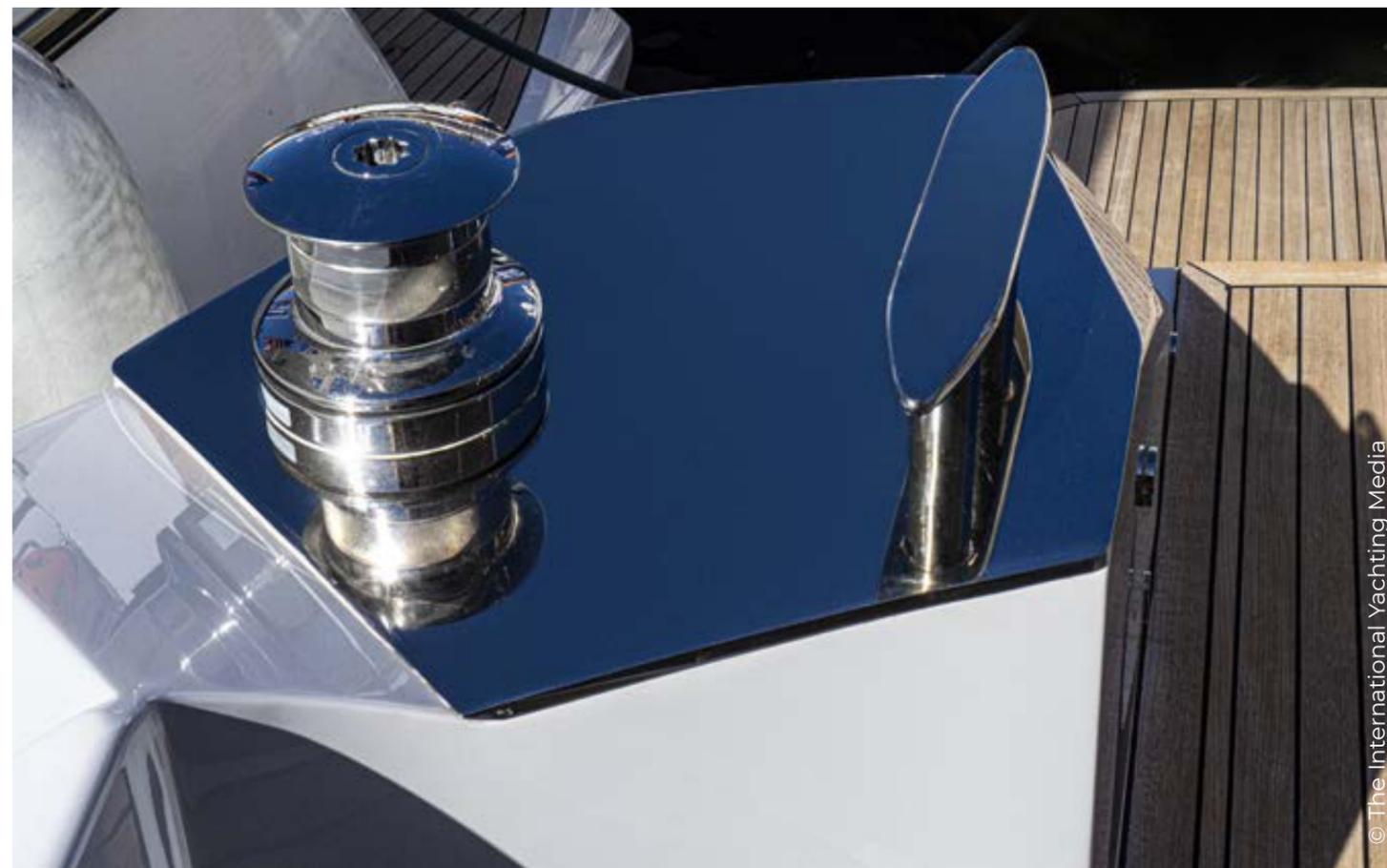
frames of the windows are covered with soft, elegantly refined and folded leather. Even the ceilings and the walls are covered with the same material, shaped in different colors and shapes that alternates with the padding in fine fabrics. We can only imagine the many hours of work needed to make this kind of details. Overall, the effect in the interiors of the boat is to make them “soft” both to the eye and, obviously, to the touch.

Furniture and woodwork

To build the interiors of a yacht with a high-level woodwork makes the difference. Wherever you look inside the Filippetti S-55, you can note high-quality furniture. Furnishings, made with differently coloured woods, intersect each other with precision and, very often, integrate lighting that highlights the colors, giving further depth to the spaces.

Realizing this kind of detail is an art and shows the use of a high-level workforce, which is usually used for the construction of superyachts. The latter category would not include a 55-footer but, considering that the

“ Upholstery is the first detail that highlights the special care paid by Filippetti Yacht to details. ”



shipyard is specialized in the construction of larger boats, does not surprise us much if we consider that the experts are the same.

The accessories of the Filippetti S 55

Today, a multitude of accessories are usually installed on boats but only the high-quality ones deserve a special mention. We're not only talking about big electronic accessories but also about the smaller ones which contribute to increase the overall prestige of a boat.

Quality steel details, branded portholes, design lights, carbon inserts and switches which, bearing the Filippetti logo, highlight a noteworthy attention to details where nothing seems to be left to chance.

THE INTERNATIONAL YACHTING MEDIA

YACHTINGMEDIA.COM | TODOSLOSBARCOS.ES | TUTTOBARCHE.IT | TOUSLESBATEAUX.FR



Watch the video



Amare Group launches Yachting Made Pan

A LUXURY LINE OF SUSTAINABLE
COOKWARE

by Michele Dwamena

Yachting Made Pan, a luxury cooking experience

The Yachting Made Pan cooking plates are designed to make you enjoy the best cooking experience on your yacht. The entire **YMP** collection is made of pure **AISI 316L stainless steel**, one of the highest food-grade materials, and stems from the reuse of some of the high-quality waste from the Amare Group production. These components, used for the construction of luxury yachts, would be otherwise disposed of despite being highly valuable materials. Amare Group has therefore followed the intuition to reuse these high quality materials to produce a line of zero-impact luxury pans.

Materials, plates and design are the main strengths of a cookware collection that Amare Group has created in collaboration with a world-famous designer.

In addition to including exclusive design items, this collection is also able to offer high-



level cooking performance: the thickness of the plates, in fact, allows a uniform and gradual heating of the plate. Moreover, the lids of every single plate do not consist of a one-piece glass surface but is laminated with interlayer to guarantee maximum resistance.

When luxury is zero-impact

"The YMP project stems from my personal curiosity at the time when I realized about the amount of high-quality waste material we produce", states Michele B. Preziuso, Sales & Business Development at Amare Group. "We wondered if they could become something new; almost as a joke, with the prototyping staff, we welded two handles to an aluminum plate and we tested it that very night".



Established as a start-up and quickly consolidated as one of the leading companies in the sector in Italy and Europe, Amare Group is a young company that continues to innovate and experiment, proving to be sensitive and attentive to environmental issues. The Yachting Made Pan project, which recovers and reuses the **waste materials of the Infinity porthole production**, follows the concept of reworking, a solution that offers total respect for the environment.

Yachting Made Pan at Paris MOM

The new sustainable collection by Amare Group includes three models: **Cristoforo**, equipped with a mirror-polished plate; **Amerigo**, with satin finish plate; and **Vasco**,

completely customizable thanks to the high level of craftsmanship and control of the process, which allow to customize the plates to the smallest detail, making them adaptable to every need and taste, in the full respect of the environment. All three models are available in three diameters: 200, 250 and 300 millimeters.

Amare Group introduced the **revolutionary collection in France**. The Italian company, proud of the result achieved in terms of quality and respect for the environment, presented Yachting Made Pan at the **MOM** (Maison & Objet and More) in Paris, one of the most important design exhibitions in Europe. Held from September 5th-14th, the event saw Amare Group achieve great success and move great interest in Yachting Made Pan, the sustainable project that puts the environment first.

MC² Quick Gyro X7

PICCOLE IMBARCAZIONI, GRANDE STABILITÀ

by Marco Pinetto

Quick Gyro Stabilizer MC² – X7 on test

Stabilizers have become almost indispensable on board. Extraordinarily efficient on boats over 45-50 feet, they find fertile ground even on smaller boats that, of course, are precisely those which would benefit the most from their stabilizing action.

An action that, right on smaller boats, has safety implications that implicitly increase the reasons to purchase these increasingly more important accessories.

This is why we have decided to test the **Quick Spa MC² – X7** which, thanks to a definitively interesting purchase price, manages to be efficient on mid-range small yachts, cabin and open cruisers. Not even the fast and well-equipped **fishing boats** are excluded from the field of application and a wide range of models is offered for boats from 9 to 12 meters in length.

A great opportunity to carry out our test presented itself during the 60th Fort Lauderdale International Boat Show on board a Yellowfin 32, a very fast fishing center console made available by **MOcean Engineering**, the American dealer and installer of Quick products.



Quick MC² – Series X stabilizers

Quick Spa provides its stabilizers with an innovative mass rotation system which rotates vertically on a horizontal axis, thus allowing the stabilizer to distribute the weight on several bearings. Competitors, instead, (inexplicably) use a mass rotation system that

“ Con lo stabilizzatore in On, non rolliamo, sembra di navigare da soli, nel più calmo dei laghi. ”

rotates horizontally on a vertical axis, forcing the mass to put its weight on a single bearing which, inevitably, ends up developing a lot of heat.

Thanks to the lower heat generation, Quick stabilizers do not therefore require any bulky water cooling systems and are made in extremely small dimensions.

These characteristics make the Quick Gyro stabilizers truly **Plug&Play** since the installation is very easy and does not require any hull perforation. In order to install the system, in fact, you only need to secure the



small device to the structure of your boat and connect it to a power source. At the push of a button, your boat roll will stop immediately.

MC² – X7 Stabilizer Test

We carried out our test in the canals of Fort Lauderdale where, before setting sail, we had the possibility to verify the ease with which the stabilizer was installed on the Yellowfin 32. In this case, the small dimensions of the device enabled us to install the device under the console seat, simply securing it to the deck. Then, we connected the stabilizer to the inverter which, thanks to a powerful battery pack, did not require any generator.

Our goal was to verify the real effectiveness of the 6,678 Nm anti-rolling torque of the Quick Gyro Stabilizer MC² – X7 on board a 10-meter boat with a weight of more than 3,700 Kg, 8 passengers on board and two 300HP outboards for a total weight of over 5 tons.

We turned the stabilizer on and, after about 15 minutes, the mass reached 100% of its anti-

rolling power. At that time, we could finally start our test.

With the boat is in a stationary position

We decided to start with a test simulating a very rough sea since the flat water in the inland channels of Fort Lauderdale could not help us.

To do that, we exploited the weight of the passengers on board, inviting them to provoke



a swinging motion that could simulate the wave motion.

The boat started to roll conspicuously. In order to obtain the same effect in a natural way, it would have probably taken waves of over one meter and half in height.

We pressed the ON button and, in a matter of seconds, our boat roll stopped. Not even the six passengers on board, standing on the bulwarks and clinging to the Hard Top of the Yellowfin, managed to trigger the roll again.

I tried that, too, but nothing... the boat remained steady as a wall.

“Quick Spa provides its stabilizers with an innovative mass rotation system which rotates vertically on a horizontal axis, thus allowing the stabilizer to distribute the weight on several bearings.”

Under way

We let the stabilizer on and sailed the canals of the city at a speed between 5 and 10 knots.



The closer we got to the boat show, the more intense the boat traffic became.

The waves, generated by the transit of the yachts, were getting higher and more confused.

However, the hull of the Yellowfin 32 remained perfectly stable, completely undisturbed by the waves. With the stabilizer in the ON mode, we never rolled and we felt like sailing in an absolutely flat lake.

Finally, I turned the stabilizer off and, instantly, the boat started to swing to the right and left. In such conditions, the effectiveness of the system and the resulting comfort became clear.

The MC² – X7 is great even under way thanks to its vertically rotating mass which never hinders maneuvers. With the stabilizers equipped with a horizontally rotating mass, instead, maneuvering is often difficult, if not impossible, and yachtsmen are often obliged to turn them off when maneuvering.



Monte Carlo Yachts
MCY 105

MCY 105, a 32-meter long dream

MONTE CARLO YACHTS MCY 105: A DREAMLIKE FLAGSHIP

by Marco Pinetto

Among the superyachts exhibited at the Monaco Boat Show this year, there was also the flagship of Monte Carlo Yachts: the MCY 105.

This is a boat that has undeniable qualities in a segment, that of superyachts, where design research, aimed at impressing, often comes at the expense of rationalisation of spaces which, as beautiful as they are, are paradoxically “reduced” to the simple practice of living them.

Only few of them, in fact, manage to express a great harmonious balance which, enclosed in boat shapes and spaces, is also able to be concrete in terms of volumes and, therefore, of comfort.

Designed by Nuvolari Lenard, the MCY 105 is certainly one of these superyachts and we had the opportunity to visit her.

We will therefore take you with us, on board a 32-meter long dream.





a long walkway in the middle. Any written explanation of this space would not give it full merit, so we refer you to the picture above to appreciate its beauty and particularity.

Coming down from the flybridge of the MCY 105, we find the stern cockpit with a large dinner table which, when necessary, can turn into an equally large sun pad. In this space, too, the warm colours of teak are the masters.

The interiors of the Monte Carlo Yachts MCY 105

Before delving into the interiors of this boat, it must be said that Monte Carlo Yachts customizes most of its creations, both in terms of materials and layouts.

The shipyard, in fact, can make some changes on the interior structures, such as, for example, hose that determine the arrangement of the cabins on the lower deck.

The main deck, an area reserved for the owner only

A long living area equipped for relaxation which leads to a table that can seat up to 10 people. That's what you find once you enter the bright salon of the MCY 105. On the sides of the table you can see two long windows and glass doors that lead to the hydraulically- operated balconies. These extend the lateral surface of the external side-decks in order to compose two terraces overlooking the sea.

The exteriors of the Monte Carlo Yachts MCY 105

From the bow cockpit to the stern one and the flybridge, the exterior spaces of the MCY 105 occupy a really surprising surface.

The flybridge, covered by a carbon hard top that can be opened for most of its length, is more than a terrace overlooking the sea, it is a real open-air apartment.

Rich in elegant details and embellished with furniture with teak inserts that recall the deck of the same material, the flybridge has several functions. The bow section accommodates the helm station behind which there is an elegant living area with two sofas on both sides. Walking towards the central part of the flybridge, you find an open-air and

fully-equipped galley with BBQ and dinner table. The stern section, instead, houses a sunbathing platform with wet bar.

The flybridge is accessible from two different entrances, a staircase that starts from the stern of the main deck and a second one that leads to interior steering console which, as we will see, is located on a "half floor" between the two decks .

Spectacular, as usual for Monte Carlo Yachts, is the bow cockpit equipped with a sofa and two sun pads on each side, divided by

“ Designed by Nuvolari Lenard, the MCY is certainly one of these superyachts and we had the opportunity to visit her. ”



However, the most amazing element is the master cabin positioned between the main and the lower deck.

Moving the steering console to a “half floor” between the flybridge and the upper deck, designers have obtained a headroom sufficient to develop a master cabin.

Accessible from the right side of the living area, the latter features almost the same size of an apartment and extends over the whole beam of the boat. In the master cabin, a central double bed stands out, immersed in a luxurious and functional space. Furnishings, as well as the materials of finishes, are of excellent quality and suggest the attention to details that the shipyard puts at the service of the owner.

The access to the master cabin bathroom is

located in the forward section of the cabin and is a masterpiece of design. Going down a few steps you are in fact in front of a central glass wall that gives the right privacy to the double washbasins. This creates two natural side corridors, proceeding towards which you get to the shower box. The latter, open on both sides, is made with black and white marble floor and walls. The toilets are two, one on each side of the bathroom, and are separated from the rest of the room by two doors.

The lower Deck, divided between guests and crew

The lower deck is divided in two parts to better guarantee the privacy of guests.

The bow section, accessible from a staircase located on the left side of the salon,

accommodates the guest cabins whose arrangement and layout are full custom. The version we visited, for example, had three cabins, including a full-beam and centrally-located VIP one which occupied most of the deck. The two other cabins were located forward, twin-bedded and with private bathroom.

The stern section of the lower deck, instead, is reserved for the crew members. It features a separate entrance from the stern living area and can accommodate four crew members in two separated cabins. Here, there is also the galley of the MCY 105. Fully-equipped, it can meet every owner’s need.

The stern zone of the crew area gives access to the engine room which, in turn, houses the two imposing MTU 16 V 2000 engines of this wonderful yacht.



Monte Carlo Yachts MCY 105- Technical Specs

LOA	32,26 m	105 ft 10 in
Max Beam	7,15 m	23 ft 5 in
Draft	2,37m	7 ft 9 in
Displacement	104t	
Engines	2 x MTU 16V 2000 M86 2200 hp	
	2 x MTU 16V 2000 M96 2400 hp	
Fuel Capacity	12.000 lt	3.170 US gal
Water Capacity	2.000 lt	528 US gal
Max Speed	27 kn	31 mph
Cruising Speed	24 kn	27 mph
Construction Materials	VTR, Kevlar®, Carbon Fiber	
Naval Architecture	Monte Carlo Yachts	
Design	Nuvolari & Lenard	

THE SORRENTO COAST AND CAPRI

NAUTICAL HISTORY AND CULTURE

by Redazione



The majestic beauty of that small part of the globe that goes from the Sorrento Peninsula to the island of Capri is undoubtedly unique in the world. Deep blue waters merge with high cliffs, interspersed with small fishing villages and colourful buildings that evoke the ancient people who have made their home here over the centuries.

If you are looking for a boat holiday in this wonderful region, you only have to take a couple of days and set out on your adventure.

Short and easy, the following itinerary is suitable for all crews, including the less experienced ones, and offers a unique sailing

experience among the beauties of the **Sorrento Coast**.

The itinerary does not present particular risks. You just have to be careful of the intense tourist and recreational traffic that affects the area throughout the year, especially in summer.

The zone offers many ports, all well-sheltered against sirocco, while the most serious problems may come from south-west and north-west winds.

The itinerary also offers a good number of marinas while the places where it is possible to drop the anchor in safety are really few, due to

the depth of the seabed, its mediocre holding ground and the intense maritime traffic.

One of the best starting points is Castellammare di Stabia, a town around 15 miles from the island of Capri.

Marina di Stabia and **Porto Davide** are two good options for yachtsmen.

The former is richer in services, the latter quieter and more private, both offering excellent shelter from the winds of the 1st and 2nd quadrant.

Setting sail from Castellammare and following the south-west direction, you will quickly reach Vico Equense, a charming gateway to the Sorrento Coast, famous for the **thermal**

“ The bay of Puolo, a small charming and peaceful fishing village, is not a mass tourism destination. Here, you can find a small marina with good shelter from south-west winds. ”

springs of the Scrajo and perched on a tufa relief, with many hills and **Lattari mountains** in the background.

Then Seiano, with its beautiful white-sand beaches.

Between Vico Esquense and Meta di Sorrento, in the southern part of **Punta Scutolo**, there is a safe anchorage with good protection against all winds, with the sole exception of those of the 4th quadrant.

Sailing along a very picturesque stretch of coast, full of inlets, beaches and suggestive caves, you can reach **Sant'Agnello**, a charming

village lying on a tufa cliff like many of the towns of the **Sorrento Coast**.

In Sant'Agnello there is a **Nautical Consortium** where you can take advantage of some floating piers and a multi buoy mooring terminal, with good shelter from sirocco.

Leaving Sant'Agnello on the left, **Sorrento**, one of the most renowned and popular tourist resorts in Italy, appears. Here, you can enjoy a breath-taking view of the green pines and the historic buildings of the city, while Capri is getting closer.

A good mooring option is offered by **Porto di Marina Piccola**, a fully-equipped marina with many yachting services and good shelter from winds of the 2nd quadrant.





Capo Sorrento marks the entrance to the **Punta Campanella Protected Marine Area**, an area subject to special regulation, aimed at safeguarding the marine ecosystem of the area.

Forward, the **bay of Puolo**, a small charming and peaceful fishing village, is not a mass tourism destination. Here, you can find a small marina with good shelter from south-west winds.



Getting closer to Punta Campanella, you can reach **Massa Lubrense**. An ancient fishing village, it offers a small marina (**Marina della Lobra**), well sheltered from both sirocco and east winds and characterized by a beautiful series of charming coves and caves.

At this point, just a very few miles separate the Sorrento Peninsula from **Capri**.

The island attracts crowds of tourists every day and offers a unique landscape, where the blue of the sea blends with the green vegetation and the bright colors of the buildings. A stop at the Faraglioni and another in the Blue Grotto are unmissable appointments.

Capri offers just one marina, **Marina Grande**, in the northern side of the island, while the only safe place where to drop the anchor is in the south, in **Marina Piccola**, where you can enjoy a good shelter from north-west winds. However, the area is not suitable for staying at anchor in case of southern winds.





CLOSE TO YOU, EVERYWHERE



QUICKITALY.COM