

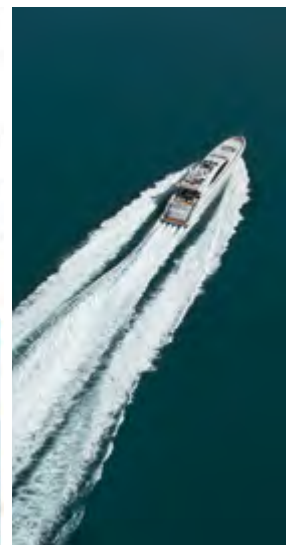
PRESS REVIEW 2017



再次交付！Mangusta长距离巡航超级游艇广受追捧

2017-06-22 中华宝艇

近期，意大利顶级游艇品牌Dermarini旗下Mangusta Dream 140在意大利比萨下水。这是该型号量产以来越第二艘。该艇由著名游艇设计师Alberico Mancini（参与过保时捷马其他顶级超级游艇设计，主设计过卡塔尔皇家游艇的超豪华艇）操刀，在选材上摒弃了常用的玻璃钢，转而使用更坚固的碳纤维，在选材上摒弃了常用的玻璃钢，转而使用更坚固的碳纤维以及上层结构建造。



MANGUSTA

PRESS

REVIEW/2017

MANGUSTA

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مجموعة ديلهاي غريغوري غروب ("DGG") تقدّم أحدث يخت من سلسلة مانغوستا 165



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حدث بتاريخ: 08 كانون 1/ديسمبر 2016

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تُعلن مجموعة ديلهاي غريغوري غروب عن إطلاق النسخة الحادية عشرة من سلسلة يخوت مانغوستا 165 المذهلة، التابعة لمجموعة أوفر مارين غروب Overmarine Group، وهي تشكّل حالياً اليخت الرئيسي في أسطول مانغوستا من اليخوت الكبيرة المفتوحة. تجدر الإشارة إلى أنّ إطلاق هذا اليخت الجديد الذي تتولّى توفيره مجموعة ديلهاي غريغوري غروب ("DGG") وهي شريك مانغوستا في دول الخليج، يشكّل خطوة هائلةً للمجموعتين إذ يكشف النقاب عن يخت يفيض رقيّاً ويبقى عصياً على الزمان، كما أنه يشكّل إنجازاً بارزاً في تاريخ الملاحة البحرية.

وتُعَدّ اليوم مجموعة أوفر مارين غروب، التي تأسست عام 1985 كشركة عائلية، واحداً من أبرز منتجي اليخوت السريعة والقوية التي تتميز بأناقة قلّ نظيرها. وقد اشتهرت المجموعة بصناعة أضخم سلسلة من اليخوت الكبيرة المفتوحة السريعة حول العالم. والجدير بالذكر أيضاً هو أنّ ابتكارها الأخير، مانغوستا E 165 (حيث يرمز الحرف E إلى Evolution، أي التطوّر) هو اليخت الثالث في السلسلة، وقد صُمِّمَ بسمات جمالية جديدة غير مسبوقة وجُهِّزَ بنظام دفع رباعي المحركات. يضمّ هذا اليخت الاستثنائي الذي يبلغ طوله 50 متراً أربع نفاثات مائية من طراز رولز رويس/كاميوا أن بي مما يعزّز أداء اليخت، فيزداد سرعة ويوفّر في الوقت عينه أقصى درجات الراحة.

وفي هذا الصدد، صرّح **غريغوري ديلهاي**، مؤسس ورئيس مجلس إدارة مجموعة ديلهاي غريغوري غروب ("DGG") قائلاً: "إنّه لفخر عظيم لنا أن نكون الممثل الرسمي لعلامة مانغوستا في الشرق الأوسط. يُعدّ كل يخت جديد إنجازاً جديداً في سجل علامة مانغوستا الحافل في عالم صناعة اليخوت، وتُعتبر سلسلة مانغوستا 165 قصة نجاح جديدة. يطلق عشاق وخبراء اليخوت على يخوتنا لقب "رولز رويس البحر"، وقد استطعنا من خلال نفائثنا المائية من طراز "كاميوا أن بي" الارتقاء بمفهوم الفخامة والجودة إلى آفاق جديدة. كما نتشرف حقاً بشراكتنا الراسخة مع شركة رولز رويس في المنطقة".

يتّسم هذا اليخت الذي يظهر فيه اهتمام أكبر لتوفير استهلاك الوقود وتقديم أقصى درجات الرفاهية على متن اليخت، بأحدث ما توصلت إليه التكنولوجيا بلمسات فاخرة: خطوط طويلة بارزة ومنحنية، لوح زجاجي واحد في الصالون يوفّر رؤية ممتازة من الداخل ويتيح دخول قدر كبير من الضوء الطبيعي إلى اليخت، ناهيك عن منصة علوية أطول مع مؤخرة مميزة تمنح اليخت قوة دفع ديناميكي أكبر.

يعمل نظام الدفع على تغذية أربع محركات من طراز MTU M94 قادرة على توليد قوة مقدارها 2600 حصان، وأربع نفائث مائية من طراز رولز رويس/كاميوا أن بي وأربعة مثبتات من طراز "سيكبير"، وبالتالي يتّسم اليخت بنسبة أفضل للوزن إلى الطاقة، وبمحركات يمكن تشغيل وظائف محدّدة لها حسب الطلب، فضلاً عن حيز أوسع في غرفة المحركات وفعالية أكبر. ولا شك أن كافة هذه الميزات تساهم في تعزيز أداء اليخت وتحقيق عائد أكبر. وبفضل نظام التثبيت عالي الفعالية، يمكن استخدام اليخت في وضع الإزاحة بسرعة لا تقل عن 8-10 عُقد خلال الملاحه حتى، فيما ينعم الأشخاص الموجودون على متن اليخت بأقصى درجات الراحة. ويؤدي ذلك إلى ارتفاع ملحوظ في نطاق السرعات لقيادة هذا اليخت الخارق.

وكما عوّدتنا كافة يخوت مانغوستا، يمكن تعديل التصميم الداخلي بالكامل حسب متطلبات العميل بما يعزّز أناقتها وتصميمها الساحر، وفخامتها وسماتها الجمالية الحصرية. فلا عجب إذاً أن تكون هذه العلامة التجارية المرموقة قد أثبتت نفسها كرائدة في مجال صناعة اليخوت الأنيقة والقوية والفاخرة وعالية الأداء.

نبذة عن مجموعة DGG:

تُعتبر مجموعة ديلهاي غريغوري غروب ("DGG") إحدى المجموعات الرائدة في توفير الخدمات الفاخرة في دولة الإمارات، وهي الشركة القابضة لعدد من العلامات التجارية منذ العام 2004. ينضوي تحت مظلة هذه المجموعة العلامات التجارية الفاخرة الآتية: "بلاتينيوم إيفنتس Platinum Events، وبلاتينيوم لايف ستايل Platinum Lifestyle، وبلاتينيوم ودينغز Platinum Weddings، وفورنيتشور رينتال Furniture Rental، وميزون دي فلور Maison Des Fleurs، وفينتاج أند بريستيج موتورز Vintage and Prestige Motors، وبلاتينيوم أوكشن Platinum Auction، وأتوليه 971 فوتوغرافي Atelier 971 Photography، ودي جي إنفيستمننتس DG Investments، ومؤخراً أوفر مارين غروب Overmarine Group. كما تلبي مجموعة DGG احتياجات النخبة من الأغنياء حول العالم، وهي ما زالت مستمرة في توسيع مجالات عملها لتشمل قطاعات متخصصة وتقديم خدمات لا يُعلى عليها تلائم مختلف المناسبات والأذواق.

يفخر غريغوري ديلهاي، مؤسس مجموعة DGG ورئيس مجلس إدارتها بالتوسع المستمر الذي تشهده المجموعة، كونها لا تتفكّ تصيف إلى محفظتها مشاريع وعلامات جديدة وراقية، فضلاً عن بحثها المتواصل عن الفرص لتوسيع مجموعة علاماتها التجارية القوية والمتنامية. تملك مجموعة DGG مكاتب خارج دولة الإمارات، في موناكو والمملكة العربية السعودية.

المصدر: ذا كود (<http://www.the-qode.com>)

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كتب بواسطة: AL Travel

المجموعة: ترفيه

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التالي (INDEX.PHP/ENTERTAINMENT/1002-2016-11-30-10-46-33/) ◀

*Overmarine has tried something new with
its first displacement yacht, Namaste,
swapping speed for space*

LET IT FLOW

Words - Cecile Gauert

Photography - Maurizio Paradisi





Alberto Mancini designed Namaste inside and out. The saloon, above, contrasts Ralph Lauren's silk rug with nubuck, glass and stainless steel, while the exterior cuts a sporty dash

Namaste in Hindu philosophy means something like "I bow to the divine in you". More generally, it is a way to acknowledge oneness and connection. Alberto Mancini, who dreamed up the Mangusta Oceano 42 concept for Italian builder Overmarine in 2013, had no way of knowing that the first model would be called *Namaste*, but the principles of his design appealed to the owners, perhaps because of the connection it cultivates between inside and out and the light that flows throughout.

The owners are fiercely private – but it is known that they really liked the young designer's take on this luxurious tri-deck yacht, the first that Overmarine has sold. They fell in love with the Mangusta Oceano 42 when they saw the brochure, says Isabella Picco, the company's press officer, so much so that the brochure became part of the contract.

Now that the shipyard had a customer for its first Oceano, all it had to do was to turn a beautiful concept into a functioning yacht. There were a few things to work out, namely the windows on the transom door, large expanses of sliding glass on the main deck and numerous skylights circulating natural light throughout the decks, plus a 3,700 litre saltwater or freshwater infinity pool with cascading effect on the foredeck. It was to be Overmarine's first steel and aluminium yacht and the first full displacement yacht it would complete following many successful years producing its line of planing Mangusta superyachts.

The family-owned builder, which started in Viareggio in 1985, is an interesting dichotomy: it can be innovative (technologically advanced, certainly) but also conservative. Changes happen slowly here. Overmarine struck a chord with clients with its luxurious and

exquisitely finished express cruisers, currently ranging from 22 metres to 50 metres, and over time has taken baby steps towards evolving the Stefano Righini-designed range by effecting subtle tweaks – slightly bigger portholes, more glazed surfaces, integrated sundecks; changes that may escape casual observers. The 49.9 metre *Moonraker*, launched in 2014, was earmarked the 165E, as in evolution. So the new Oceano 42 tri-deck, while not revolutionary, is a major step for Overmarine in multiple ways.

When the Italian builder unveiled the concept in Monaco in 2014, the alluring yacht drew positive reviews. But there were also questions about whether such a complex yacht could be built and if the level of luxury that characterises Overmarine's line of speedy superyachts could still be achieved. But the answer to all these concerns was a resounding yes. Launched in June 2016 and presented in Cannes and Monaco in September, the first Mangusta Oceano 42 has already started collecting accolades.

Mancini originally approached Overmarine with an idea for a new express cruiser. Recognising "a good hand" in Mancini, the builder asked the designer to develop a 42 metre displacement yacht that would retain some of the qualities of its successful "open" series, but on a different platform. The builder wanted to expand its offering to attract clients who desired a more laid-back way of enjoying their boats, to go further perhaps and take it slower. In the words of Maurizio Balducci, Overmarine's CEO, the new yacht is meant for people who "wish to spend a substantial amount of time cruising without renouncing design, comfort and last-generation technology". ▶



Mancini studied transportation design in Turin, where the university course teaches not only the practicalities of product design but also the all-important marketing and commercial aspects. Following graduation, he worked with Officina Italiana Design (closely associated with Riva), Ken Freivokh, Nuvolari Lenard and Team For Design before creating his own company, AM Yacht Design, in 2009, when he was just 30 years old. He is known primarily for his work with progressive Austrian-owned yacht builder Dominator, including the yet-to-launch Illumen project in which light is also a central theme.

He and his colleagues designed everything on board, from the sporty and sculptural exterior to the interior, furniture and a custom Ariel jet tender. "Maurizio Balducci gave me a blank slate," he says. "It was a very exciting project from the beginning." He wasn't sure, he says, that all his ideas would be adopted, including the windows in the beach club/transom door, or the details of a shapely nubuck-covered console he designed for the upper saloon. "I think [Overmarine] made it better than I designed it," he says. As for the windows in the transom, the yard went for it, modifying them from smaller square windows to larger rectangular ones, and that is a great plus for this yacht. The stylish beach club with the Mancini-designed custom bar and towel storage is an area to enjoy at night with the door down. The underwater lighting attracts fish and the waves pick up and project the light throughout the beach club. Under cruise, the six windows offer views of the trail of foam stirred by the propellers, making this space usable underway.

Most of the work was done in-house, from stainless steel to the furniture. The yard tends to use the same suppliers and subcontractors to guarantee consistency of results and to keep control over the final product. It has, for instance, carried out the electrical and electronics work with Italian suppliers. When it comes to interiors, Overmarine really shines. David Bigotti, a designer with Overmarine's interiors department, worked closely with Mancini and the owners to render all the yacht's intricate details.

The décor's elegance stems from balance and symmetry. Wherever there is warmth, there is cold. Soft materials, such as nubuck and raw silk, are used with glass and stainless steel. Light, both natural and LED-sourced, adds another dimension to the design. Marble and wood interplay, with a golden veneer in one duplicated in the veining of the other. Mancini says he was inspired by vintage luggage but nothing seems merely decorative. Just inside the main saloon doors, sliding open with quiet efficiency, to starboard are two beautiful free-standing pieces, upholstered in leather with stainless details. They conceal an air-conditioning unit, small sink and cooler to serve the outdoor lounge. "Everything has been thought out to be aesthetic without missing any functionality," says Picco.

The layout is fairly conventional but the design details create new ways to enjoy the familiar spaces. The outstanding features on the main deck are the large windows, supplied by Italian glassmaker Isoclima, flanking the main saloon and dining area. Forward to starboard is an attractive lobby, then beyond an office-cum-lounge is the owner's suite. The décor mixes minerals and warmth with sections of a cream bamboo carpet, raw silk and a bathroom where dark eramosa marble is visible through glass panels. A skylight projects dancing water lines from the wading pool above on the inside of the huge en suite.

Namaste is a private yacht so more character has been injected into the guest cabins than would be on a charter yacht. Each of the four cabins has a different feel and personality: Bodrum, St Tropez,

Mauritius and Bergama (formerly the Kingdom of Pergamon). "We studied the culture and colours of each of these areas," says Mancini. The Mauritius cabin features a vertical garden (concealing the emergency exit) and backlit horizontal wood slats that let the sun peek through. Marine blue stands out in the St Tropez cabin decorated with sailing boat wallpaper by Hermès and teak flooring. The white porcelain Faubourg taps by THG in the en suite are labelled in French. Bodrum has a distinctive wall covered with colourful hide representing sand, sea and sky, sourced from Kyle Bunting of Texas, Sicis mosaic tiles and Striato Olimpo marble in the shower stall. Verticality and warm ochre colours (Hermès orange) distinguish Bergama. A patchwork of fabric on the wall recalls the construction of the temple of Telesphorus with its square stones and vertical structures.

Wallpaper by Hermès provides the illusion of a bookcase in the staircase on the way to the upper saloon. At the owner's request, this informal space, with low-lying sofas custom designed by Mancini in ebony and raw silk, has smaller windows as it serves as a cinema. Aft and on the other side of large glass doors is a dining area with a table that matches the dining saloon's table in spirit and looks, low seats and a concealed treadmill. Up one more flight of steps is the sundeck, divided between open and shaded spots. Below the hardtop is a more formal dining space, while a casual corner for breakfast or lunch is in the open. Most of the outside furniture is by Paola Lenti, including chairs specifically designed and made for this yacht.

The wow factor on *Namaste* belongs to the outdoor lounge forward of the bridge. A comfortable forward-facing bench overlooks the shallow pool that seems to cascade down to the foredeck area, where two windlasses and a ship's bell in lustrous steel are the main attraction. Two large sunpads seemingly float on its surface like lily pads flanking a centre path leading to the shallow bath created by a glass holding wall. In a quiet sea state, it invites contemplation and relaxation.

The layout dedicates passageways to the crew who can directly access the sundeck without going through guest areas. They enjoy a good-sized mess finished in light colours, connected to a laundry room and three double occupancy cabins. The captain's cabin is adjacent to the wheelhouse. Overmarine is not used to concealing its helm stations, which in its open series are an eye-catching feature on the main deck. Here, it has created a very attractive wheelhouse with its ceiling in grey and slate Alcantara and parquet flooring. The console, which is upholstered in Alcantara and dark leather, stands out, with flat screens providing navigation information or displaying views from various cameras. The vertical windows offer great views all around to the captain and a guest seated in black and red leather seats. Wing stations covered with Plexiglas provide good side views to manoeuvre in tight corners.

To maintain the serenity that the interior décor exudes, the yard employed floating floors throughout. All panels can be removed easily for maintenance or, down the line, a refit, which will be the case for every new build moving forward. A second Oceano 42 has been sold and is expected to launch this year.

Overmarine also recently announced the sale of its new flagship-to-be, the 54 metre GranSport fast displacement yacht, designed inside and out by Mancini. At the heart of the GranSport is an interplay of light and a flowing pool. The way forward for the family-owned yard seems to be clear: build beautiful, elegant and sporty yachts, no matter how fast or how far their owners want to go. ■



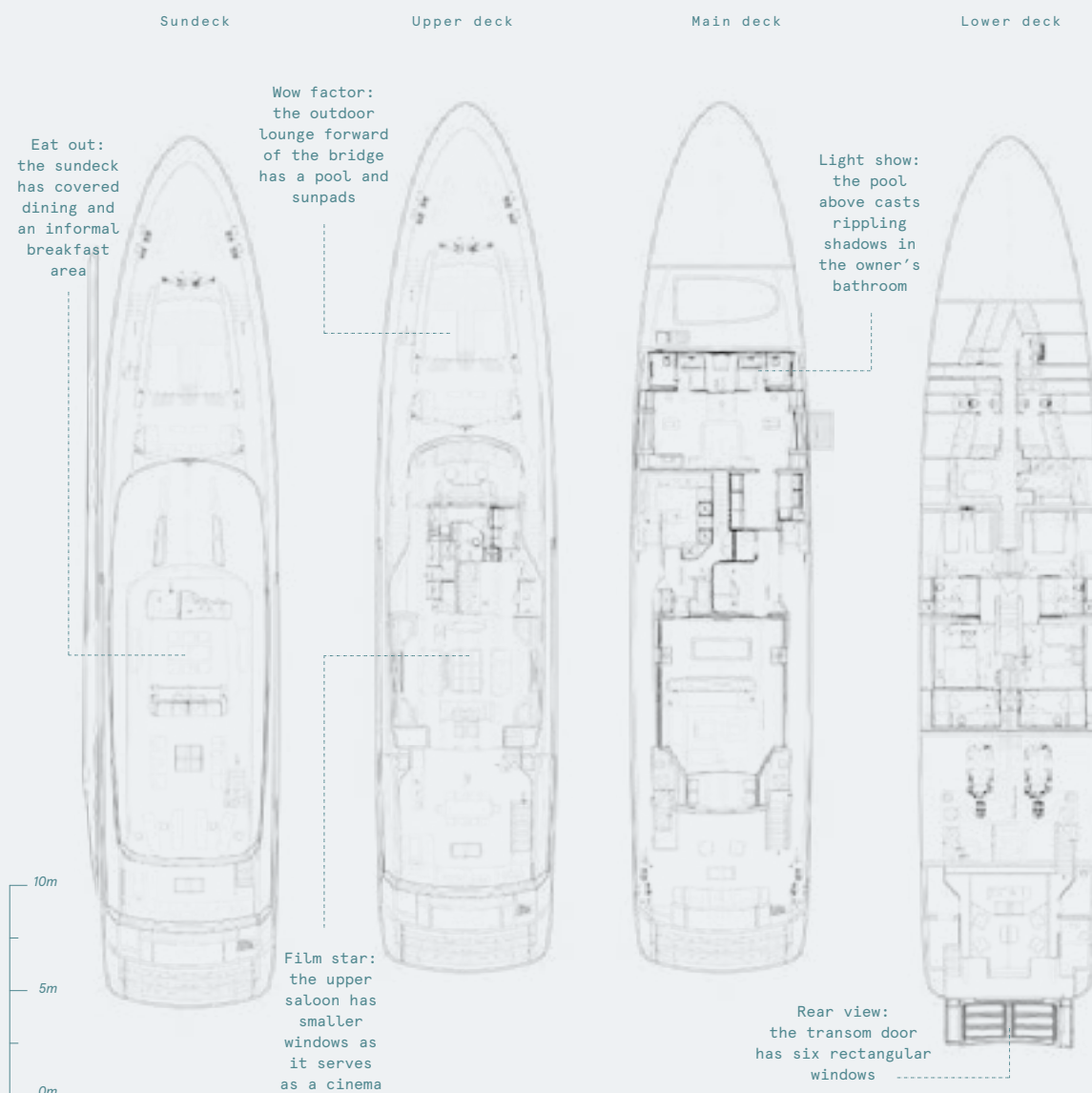
Above: the impressive beach club has a custom bar area. Below: the owner's suite and balcony has oak parquet flooring by Luxury Wood Italy



S P E C S

NAMASTE

OVERMARINE



LOA 41.4m
LWL 36.7m
Beam 8.7m
Draught (full load) 2.5m
Gross tonnage 440GT
Engines
2 x 1,450hp
12V MTU 2000 M72

Speed max/cruise
15/11 knots
Range at 11 knots
5,279nm
Generators
2 x 99kW Kohler
Fuel capacity
64,196 litres

Freshwater capacity
13,000 litres
Tenders
1 x custom
Dart 5
Owners/guests 12
Crew 7

Construction Steel
hull; aluminium
superstructure
Classification
ABS A1, (E),
Yachting Service,
AMS; MCA compliant

Naval architecture
Overmarine/Studio
Ausonio
Exterior styling
Alberto Mancini/
Overmarine Group
Interior design
Alberto Mancini/
Overmarine Group

Builder/year
Overmarine/2016
Viareggio, Italy
t: +39 0584 389364
e: info@
overmarine.it
w: overmarine.com



News

FCV-288

► Furuno Italia presenta il nuovo ecoscandaglio FCV-288 dotato di display LCD a 10.4" colori.



Disponibile nella doppia frequenza fissa 50 kHz/200 kHz, è l'ideale per imbarcazioni cabinate e munito di comandi sul display differenti e

semplificati. Prezzo al pubblico 1990 euro iva esclusa.

FCV-288

► Furuno Italia has presented the new eco-sounder FCV-288 with a 10.4" colour LCD display. It's available with the 50 kHz/200 kHz dual frequency and ideal for cabin boats. It's equipped with different yet simplified drives. The retail price is of 1990 euros Excl. Vat.

STEFANO RIGHINI

► L'architetto, che da anni collabora con il gruppo **Azimut Benetti** firmando il design di alcune delle sue collezioni, è stato nominato socio onorario dell'Attagamma Honorary Council in qualità di Ambasciatore Italiano dell'eccellenza creativa.

STEFANO RIGHINI

► The architect, who has worked for several years with **Azimut Benetti**, looking after the design of some of their collection, has been named honorary member of the Attagamma Honorary Council as the Italian Ambassador of creative excellence.



VENDUTO NEGLI USA

► **Sunseeker International** ha esposto per la prima volta al Salone Nautico di Fort Lauderdale, in Florida, il 131, venduto proprio negli Stati Uniti d'America, insieme ad altre due novità della stagione, il **Manhattan 52** e il **Predator 68**.

SOLD IN THE US

► At the **FLIBS**, in Florida, **Sunseeker International** exhibited for the first time the 131, which has also been sold in the US, together with two other novelties of the season, the **Manhattan 52** and the **Predator 68**.



BWA PREMIUM 30'

► È un gommone lungo 928 centimetri e largo 3,5 metri. La cabina vanta una ottima altezza. Il bagno separato è allestito con lavandino, wc e doccia. Con due motori **Evinrude** di 300 cavalli ciascuno naviga a oltre 55 nodi di velocità. Il peso a secco è di 1900 chilogrammi. La portata massima è di **22 persone**. Il serbatoio della benzina è di 540 litri complessivi.

BWA PREMIUM 30'

► It's a 928 centimetre long rib and 3.5 meters wide. The cabin has a good floor to ceiling height. The separate bathroom features a sink, wc and shower. With two **Evinrude** engines of 300 hp each it exceeds 55 knots of top speed. The displacement is of 1900 kilos, unloaded. The maximum capacity of **people onboard** is 22. The fuel tank capacity is of 540 liters.



MANGUSTA 165

► Varata a Viareggio, l'undicesima unità della serie **Mangusta 165** del cantiere nautico **Overmarine**.

MANGUSTA 165

► In Viareggio, at the **Overmarine** yard, the eleventh hull of the **Mangusta 165** series has been launched.



OSCAR 3

► Il nuovo **Mylius 65 Flush Deck**, lungo 20,20 metri, è stato varato a Marina Cala de Medici.

► The new Mylius

65 Flush Deck, of 20.20 meters in length, has been launched at the Marina Cala de Medici.



MSC SEASIDE

► Fincantieri Monfalcone ha varato la nave da crociera più grande mai realizzata in Italia.

MSC SEASIDE

► Fincantieri Monfalcone has launched the biggest cruising ship ever built in Italy.

Boat Exclusive





Mangusta Oceano 42: designer Alberto Mancini created a design affinity with her fast sisters. The infinity-edge pool on the foredeck is a highlight.

Boat Exclusive

MANGUSTA OCEANO 42

Salon: during the day floor-to-ceiling windows flood the interior of the main deck with light. Sliding doors let the fresh air in too. The indirect lighting concept and the lamps on the side tables create a cozy atmosphere around the seating arrangement. The dining table is positioned forward at 90° to the direction of travel.





MANGUSTA OCEANO 42



Athletic-looking lines, sedate pace: her two 1080kW MTU diesels enable the Mangusta Oceano 42 to reach a top speed of 15 knots.

Mention the name Mangusta and stereotypical images get reeled off in the minds of many owners and superyacht aficionados – fast, sleek yachts with LOAs of up to 50 metres that drag massive rooster tails in their wake and feature foredecks, on which owners and their usually attractive female companions like to party. Folks get a mental image of such scenes being played out off Ibiza or Saint-Tropez and they are more or less right.

And while Mangusta builder, Overmarine, gains new fans of these not exactly fuel-efficient planers every year, its marketing team is currently tapping into a new client segment. The Italian builder, which to date has focused on maximum speeds of not less than 30 knots, has actually launched its first displacement yacht. The Mangusta Oceano 42, built at facilities near Pisa Airport, can “only” cruise at up to 15 knots. So Overmarine can actually do slow as well.

Overmarine CEO Maurizio Balducci, who owns the builder together with his family, told BOAT EXCLUSIVE a few years before the launch: “Our brand DNA is distinct, yet we have to do more with it. We must think about older owners and about developing more efficient yachts.”

The fact that he hasn’t taken too much of a risk by creating this new range and upgrading the brand’s Pisa facilities is demonstrated by the sale of a second Oceano yacht even before the first one



Entertainment: the specious and well-equipped beach club features large windows for a direct sea view (left). The infinity-edge pool on the foredeck is unrivalled on this size of yacht. It is even suitable for very young children. Facing forwards it sports a windshield.

Muted colours: cream and brown shades predominate on the furnishings in the saloon. Rustic carpets with ethno-patterns match the floor's dark-stained oak finish.

was delivered. Others are likely to follow after the brand's recent boat show appearances in Cannes and Monaco.

Maurizio Balducci placed the design of this 42-metre displacement yacht in the capable hands of Alberto Mancini. This ambitious designer from Trieste, whose clients also include Magnum Marine and Baglietto, mentally absorbed the styling on the fast Mangustas with aplomb, gained inspiration from various car designers and created a mix of several concave and convex surfaces. "The Oceano 42 is recognisably a Mangusta", says Maurizio Balducci. She exudes that sense of lifestyle, which the brand has always epitomised; the balance between the superstructure and the outer surfaces is perfect.

A spur-of-the-moment owner

However there is somewhat of an unusual background to the first order for this yacht. Given the owner did not want anybody to know where he came from, this indicates that he visited a Mangusta broker in the eastern part of Monte Carlo. Actually he was in the market to buy a very much smaller yacht, but then he clapped eyes on the Oceano 42 brochure that was lying on the table. He thumbed through it, was amazed by what he read and saw and very quickly let the broker know that this was exactly the yacht he wanted to order.

BOAT EXCLUSIVE already went on board the yacht several times during her build and delivery phase, yet she was

seen decked out in her finery for the first time during her world premiere at the Yachting Festival in Cannes. Boarding takes place above the beach club, i.e. the folded-out stern. The windows in the stern hatch soon catch your eye. At anchor they provide an unimpeded view of the water, and when cruising they illuminate the interior. Two skylights, each cut into the aft deck above provide lighting back-up – so daylight penetrates down to the lower deck not only from aft but also from the sundeck.

The beach club is adjoined on the lower deck by the engine room, where two 1080kW MTU diesels operate. The guest cabins are located forward of the engine room. The builder placed the tender, usually parked where the beach club is, in the foreship. It is launched through a lateral hatch.

"Light and space" is probably the best translation of the interior design concept on the Oceano 42. It is definitely obvious in the saloon. Floor-to-ceiling windows and a glazed bulwark flood the room with natural light, because the interior dispenses with sideboards. Sliding doors, level with the dining table seating eight guests, open to let in a light breeze.



The yacht catalogue lay on the table.
The owner browsed and then bought

Boat Exclusive



Sundeck: an inviting sofa arrangement aft. The hardtop shades the with-TV dining area. The stairs lead from the main deck to the pool.

Brown and cream shades radiate coziness. They dominate the colour in the saloon. Alberto Mancini, who was also responsible for interior design, chose dark-stained oak for the floor and he had the ceiling covered in silk and Alcantara. What also catches the eye are the two Gianfranco Meggiato bronze sculptures – an Italian artist from Venice, whose

complex works have already been on show at the Biennale and who has been represented in Monaco's Port Hercule for many years by "Sphere Enigma".

The way ahead leads from the saloon into a small lobby, which is adjoined here on the main deck by the master suite, as is standard practice on most yachts of this size. In this section Mancini

conceptually designed the Oceano 42 as a so-called "widebody" yacht. There are no outdoor side decks, meaning the owner can make full use of his full-beam staterooms and enjoy privacy.

What you have to do here though is put on some soft footwear over your socks. The carpet is apparently extremely sensitive – a radiantly white piece of craftsmanship made from bamboo leaf fibres! Has the owner really done himself a favour here? However the material and workmanship of the floor covering feel superb and high-quality.



The owner had the upper saloon kitted out as a cinema with custom-made furniture

Light from the pool

A further highlight in the owner's suite is located to starboard. A balcony folds down at the touch of a button, of course, and this is where the owner and his partner can enjoy breakfast or a sundowner or simply get a breath of fresh air when the yacht is at anchor. Overmarine used Eramosa limestone from Canada in the bathroom, which you seldom see on board yachts; its brown appearance reminds you more of wood than of stone.

MANGUSTA OCEANO 42



Master suite: the bathroom is illuminated through windows in the infinity pool's bottom (l.). The owner enjoys a fold-out balcony.

It must be an interesting experience to take a shower here, given that several skylights beam turquoise-coloured light into the room. They are embedded in the bottom of the infinity-edge pool, which is located in the bow section of the upper deck. We will explore that later.

For now we head back to the lobby and from there, down to the lower deck, where guests or members of the owner's family are accommodated in four cabins. While all the cabins are almost identical in size, they each feature different themes, which are based on the owner's favourite holiday destinations.

"Bodrum" glistens in various shades of turquoise and blue, which are supposed to be reminiscent of the colour of the sea at the Turkish seaside resort. The Bisazza mosaic in the bathroom and the wall panelling made of dyed cowhide also reflect this theme. The "Mauritius" cabin features a dark green flowerbed hanging on the wall. The owner had the "Saint-Tropez" cabin embellished with stylised motifs depicting the vintage "Les Voiles de Saint-Tropez" regatta. It is adorned by a floor that reminds you of a teak deck aboard a sailing yacht. Cabin Number Four is called "Bergama" and


"Bodrum" gleams in turquoise, a mini flowerbed is wall-hung in "Mauritius"

needs a bit of explanation if the ancient name of the place is kept a secret. Bergama was formerly called Pergamon, is located around 80 kilometres from Izmir and is regarded as one of the ancient world's cosmopolitan cities. So it definitely fits that lower deck cluster.



Guest cabins: Mangusta installed four cabins on the lower deck for the owner's guests. Their interiors are inspired by his favourite ports, including Saint-Tropez and Bodrum (left and middle). A white panelling counter top cum bench semi-conceals the WC (right).

MANGUSTA OCEANO 42

 **BONUS MATERIAL**
BOAT EXCLUSIVE APP



The chef uses mainly Miele equipment in the big galley on the main deck. The bridge is inspired by automobile design.

Our tour of the Oceano leads back through the lobby to the upper deck. The saloon – or rather the so-called sky-lounge – reveals that the owner appears to be somewhat of a movie buff.

The room aft of the bridge has been furnished entirely as a cinema. Three custom-made sofas are grouped in front of a very decently sized TV screen. A number of stools and side tables can be positioned in variable configurations in between and the sofas themselves can also be arranged to match the make-up of the audience. Aft there is a further dining area seating eight people on deck,

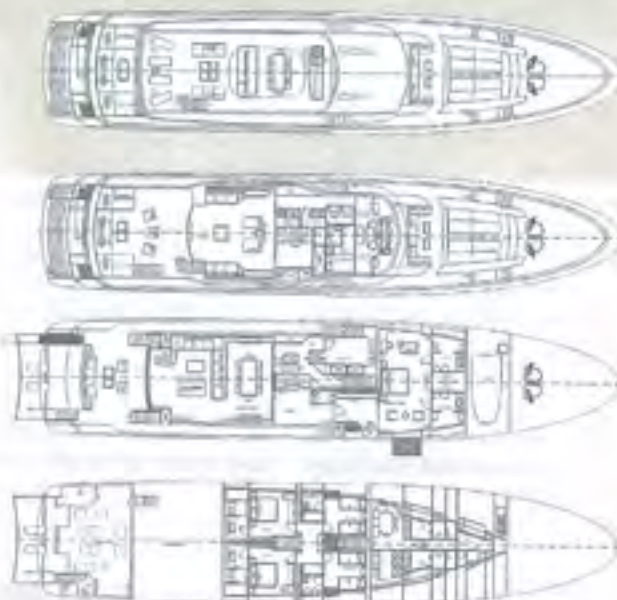
while in the bow there is another entertainment feature, which is unparalleled on a yacht of this size. Alberto Mancini had an infinity-edge pool installed here and you can virtually slide in right off the sunloungers. Its top section is so shallow that even very young children can take a dip without getting out of their depth. The pool gets deeper as you go

towards the bow. A glass panel enables you to look beyond the stern post. One level up, the sundeck, complete with sunloungers, sofa arrangement and the third dining area round off the Oceano 42's sedate design concept.

The way things look, she meets all the requirements to be taken seriously as a competitor in the 40-metre category.

SPECIFICATION

LOA:	42.30 m	Fresh water capacity:	12,000 l
Beam:	8.70 m	Generators:	Kohler
Draught:	2.40 m	Generator output:	2 x 100 kW
Displacement:	390 t	Navigators:	Furuno
Gross Tonnage:	440 GT	Tender:	Custom-made, 5.00 m
Materials:	steel, aluminium	Naval architect:	Studio Ausonio
Engines:	2 x MTU 12V 2000 M72	Styling:	Alberto Mancini/ Overmarine
Engine performance:	2 x 1080 kW	Interior design:	Alberto Mancini/ Overmarine
Speed (max.):	15 kn	Classification:	ABS, MCA LY2
Speed (cruising):	11 kn	Builder:	Overmarine, 2016
Fuel tank:	62,000 l		
Range:	4000 nm @ 11 kn		



Classic layout: the owner couple is quartered on the main deck and guests on the lower deck amidships. The tender is stowed forward under the pool.



Mangusta Oceano 42'

Overmarine (Gruppo Balducci) scommette sulla serie dislocante

A inizio giugno il cantiere Overmarine di Viareggio ha varato il primo 42 metri in acciaio ed alluminio della linea Long Range denominato Mangusta Oceano 42.

La cerimonia si è svolta nel nuovo cantiere di Pisa alla presenza dell'Armatore, i Sindaci di Pisa e Viareggio insieme ad altre autorità cittadine, la famiglia Balducci, il designer Alberto Mancini e l'azienda al completo.

Mangusta Oceano 42 è la prima nave dislocante a tre ponti del Gruppo che fa capo alla famiglia Balducci.

Per raggiungere questo obiettivo sono stati effettuati importanti investimenti in strutture ed è stato costruito un cantiere dedicato di 22000 mq (di cui 9000 coperti) nella Darsena Pisana. Le prestazioni di una coppia di motori principali MTU 12V 2000 M72, eroganti ciascuno circa 1080 kW, consentono una velocità massima di 15 nodi.

Overmarine ha creduto fortemente in questo segmento produttivo grazie all'esperienza maturata in più di 30 anni. Disegnato da Alberto Mancini, il Mangusta Oceano 42 è uno yacht moderno ed elegante che esprime le sue proporzioni attraverso un mix di linee tese ed affilate unite a sezioni più morbide. A bordo un attento studio della luce ed un concept nuovo che prevede due zone innovative: sul ponte a prua l'area esterna è stata ideata con due zone distinte di prendisole che si immergono in una piscina con cascata ad effetto infinity. La linea Mangusta Oceano si va ad affiancare alla linea della tradizione, quella degli open Mangusta, che continuerà ad essere costruita a Viareggio e con la quale il Gruppo è, e vuole rimanere, leader mondiale nel segmento dei Maxi Open. "Il Mangusta Oceano 42- riporta infine una nota stampa del Gruppo - sarà presentato ai prossimi saloni autunnali".

Construction Hull/Superstructure	Steel/Aluminium
Length o.a.	42.30 m
Beam	8.10 m
Max Draft	2.40 m
Displacement full/half load	350/290 t
Gross Tonnage	440 t
Tank capacity Oil/Water	62.000/12.000 ltr approx
Main Engines	2x MTU 12V 2000 M72 1080 kW @ 2250 rpm
Max Speed at full load	15 knots*
Economical cruise speed	11 knots
Max range at econ. cruising speed	4.000 nm
Accommodation Guest	Up to 12 people
Guest accommodation cabins	Owners + 3 double + 2 twin
Crew number/Staffroom	7/4
Exterior/Interior designers	Alberto Mancini/Overmarine Group Design Department

* 15 knots with optional 2xMTU 16V 2000 M72 (1440 kW @2250 rpm)



Una fase dell'operazione di varo del Mangusta Oceano 42 al cantiere Overmarine di Pisa

First steel and aluminium 42 metre yacht from the Long Range line, Mangusta Oceano 42 was launched at new shipyard Overmarine in Pisa.

The Owner and his family was present, together with the local authorities, the Mayor of Pisa and the Mayor of Viareggio, designer Alberto Mancini, the Balducci family and the entire company staff, both excited about and proud of this great achievement.

"Today has been really important for us" declared Maurizio Balducci, Group's CEO "as this is the company's very first three deck displacement ship. She is also the first to be built in metal, and the first to be constructed here at our Pisa shipyard". Overmarine believed strongly in this choice, aware it was fully able to play a key role in this segment too, thanks to its experience built up over 30 years.

Designed by Alberto Mancini, Mangusta Oceano 42 equipped with 2 main engines MTU 12V 2000 M72 type is a beautifully modern and elegant yacht which expresses her proportions through a blend of taut, sharp lines combined with softer sections. A careful study was carried out on the light aboard, and a new concept developed, which provides for two innovative areas. On the deck at bow the external area was designed with two separate sunbathing areas which come together in a swimming-pool with a waterfall featuring an infinity effect. The interiors have been designed to welcome up to twelve guests and seven crew members ensuring the utmost privacy and freedom of movement. The Mangusta Oceano line flanks the traditional one of Mangusta open yachts, which will still be built in Viareggio and with which the Group is, and indeed wishes to remain, a world leader in the Maxi Open sector.



Mangusta Oceano 42 M

Nous ne savons si Overmarine, allié au designer Alberto Mancini, a donné le meilleur de lui-même en concevant ce trois ponts. Une certitude : cette unité est une réussite à différents niveaux. Son profil tout d'abord devrait plaire avec ses lignes équilibrées. Ses espaces extérieurs dénotent cette volonté d'offrir le maximum avec en point d'orgue la piscine à débordement du pont avant. Coup de chapeau à Alberto Mancini et au bureau d'études d'Overmarine, l'endron est magique. Que dire alors du salon-salle à manger qui s'ouvre de chaque bord sur le spectacle de la mer grâce aux grandes vitres latérales (du plancher au plafond) dont certaines sont coulissantes... ? Du bien, évidemment, d'autant que les meubles contemporains et les objets de décoration sont nés de l'imagination "Mancini", qui n'en manque pas. Si la suite armateur a été aménagée à l'avant du pont principal, les quatre autres cabines (2 VIP et 2 twins) sont rassemblées dans la coque en acier (superstructures en aluminium). Ce yacht est donc le premier de la gamme Oceano qui se contente d'une vitesse maxi de 15 nœuds sous la poussée de deux MTU de 1 448 ch mais sera capable de couvrir 4 000 milles à 11 nœuds. Ce Mangusta est né pour naviguer et pour recevoir.

Proche de la perfection



Longueur hors-tout : 43 m
Largeur : 8,70 m
Tirant d'eau : 2,40 m
Réservoir carburant : 62 000 l
Eau : 12 000 l
Poids à mi charge : 395 t
Matériau : acier (coque) et aluminium (superstructures)
Motorisation : 2 x MTU 12V2000 M72
Puissance : 2 x 1 448 ch (2 x 1 070 kW)
Vitesse maxi : 15 nds
Autonomie : 4 000 milles à 11 nds
Architecte naval : Overmarine Group
Designer extérieur : Overmarine Group/Alberto Mancini
Designer intérieur : Overmarine Group/Alberto Mancini
Constructeur : Overmarine Group (Viareggio - Italie)
Importateur : Overmarine Group (Golfe-Juan)



Close to perfection



We don't know if Overmarine, in collaboration with the designer Alberto Mancini, gave its best while designing this tri-deck. But we do know for sure that this unit is in many ways successful. Her well-balanced profile should please. Her outdoors show a desire to offer the utmost with, as the highlight, her infinity pool located on the foredeck. Hats off to Alberto Mancini and Overmarine design department, this place is magical! The lounge-dining room opens on each side onto the sea spectacle thanks to floor-to-ceiling lateral windows. Some of them are even sliding... The contemporary furnitures and the decoration comes from Mancini's Imagination. If the master is fitted on the front part of the foredeck, the four other cabins (2 VIP and 2 twins) are gathered in the steel hull (superstructures in aluminum). This yacht is the first unit of the Oceano range. She will top out at 15 knots maximum, powered by two 1448 hp MTU and will be able to cover 4 000 miles at 11 knots. This Mangusta was conceived both to sail and to be the perfect host.



НОВОСТИ

Номинация для Осеано

Моторная яхта *Mangusta Oceano 42* Nomade от верфи *Ovetmarine* вышла в финал престижной премии *Show Boat Design Awards 2017* в коллекции «За лучший дизайн экстерьера и интерьера» в категории «Моторные яхты до 49 м». Жюри оценило как облик эстетично, так и целый ряд инновационных особенностей дизайна 42-метровой яхты. *Nomade* — первый корпус новой линейки кат водовытесняющего типа от итальянской верфи, спроектированной на создание роскошных быстроплавающих кат *Mangusta* Super. Яхта спущена на воду в 2016 году и демонстрировалась на выставках в Канаде и Мексике. Наш журнал подробно рассказывал о ней в номере 85 (сентябрь-октябрь 2016). В России *Ovetmarine* предоставляет *Balticvostok Group*.



Кайзер из Нидерландов

Новый голландский катный бренд *Keizer Yachts* планирует дебютировать на январской *Düsseldorf Boat 2017* со своим современным ракетаботом *Keizer 42*. Как сообщается, основатели бренда, Сип Кайзер и Дикс Бренер, работали над этой своей мечтой несколько лет и весьма довольны результатом: «Никогда еще лодки не предлагали такого оригинального внешнего вида, такого пространства и комфорта по такой притягательной цене». Их производство длиной 13,42 м и шириной





Боевой Toma от Columbus

Верфи Columbus Yachts представили элитный катер Toma. Концепт 50-футового катера разработан итальянскими дизайнерами и выполнен в стиле классической яхты.

Традиции красоты и гармоничности морского дизайна сочетаются с современным и комфортным интерьером, а также с классом трансформации, позволяющим 200 кв. м. площади катера превратиться в любой размер от 40 кв. м. с возможностью будущего расширения.

Собрать за 10

Velton — это портовый катер, который можно собрать/разобрать всего за 10 минут и перевести на любой вид транспорта. В компании Velton уверяют, что их катер будет идеальным решением для тех, кто хочет иметь свой собственный катер, но не хочет тратить много денег. На одном катере можно разместить до 12 человек, а Velton 22 можно использовать для перевозки до 10 человек.

Mangusta № 11

Одинадцатый корпус серии Mangusta 165 E (Evolution) был спущен на воду на верфи в Виреджо. 50-метровая яхта, принадлежащая одной из самых востребованных и коммерчески успешных серий компании, получила еще более агрессивный и мускулистый внешний вид, в то время как интерьеры были полностью кастомизированы с учетом пожеланий владельца. В движение лодку приводят четыре двигателя MTU 16V2000 M94 суммарной мощностью 10 400 л. с. и четыре вала Rolls-Royce/KaMeWa NP. Как сообщается, корпус № 12 находится на завершающей стадии строительства и будет готов в ближайшие несколько месяцев.



Overmarine Group inició el pasado verano una nueva línea de megayates de acero y aluminio con el Mangusta Oceano 42. Esta unidad para grandes desplazamientos, de 43 m de eslora máxima y con tres cubiertas, puede alcanzar una velocidad de 11 nudos y tiene una autonomía de hasta 5.000 millas.





Inabarcable como
el propio océano

MANGUSTA OCEANO 42

CLASE A

Overmarine Group, astillero italiano fundado en 1985 y cuya sede se encuentra en Viareggio, es el artífice de las embarcaciones Mangusta. Su nombre se encuentra en la lista de los grandes constructores a nivel mundial y su pasión por la calidad y la excelencia le ha llevado a construir a lo largo de su historia unos 300 yates. En ellos el astillero italiano ha sabido conjugar con notable éxito y, sin sobrepasar la fina línea que en ocasiones separa lo elegante de lo ostentoso: velocidad, consumo, rendimiento, impresionantes volúmenes interiores, confort, el mejor estilo italiano e interiores a medida. En el Mangusta Oceano 42 encontramos todos esto en su justa medida. Botado el 4 de junio de 2016, el Mangusta Oceano 42 es el primer megayate de triple cubierta construido en acero por un astillero italiano. Para su desarrollo se han aplicado conceptos de diseño progresivos con el objetivo de optimizar el área de la cubierta y mejorar la exposición a la luz. Como era de esperar, en sus líneas afiladas y en su estilo moderno e impresionantemente elegante se deja sentir

la fuerte influencia de su creador Alberto Mancini; algo realmente difícil de conseguir si tenemos en cuenta sus especificaciones técnicas: casco de acero y con superestructura de aluminio, eslora total 43 m, manga de 8,70 m, desplazamiento a plena carga de 390 T, capacidad de agua de 12.000 l, capacidad de combustible de 62.000 l, motores que generan 1.448 caballos...

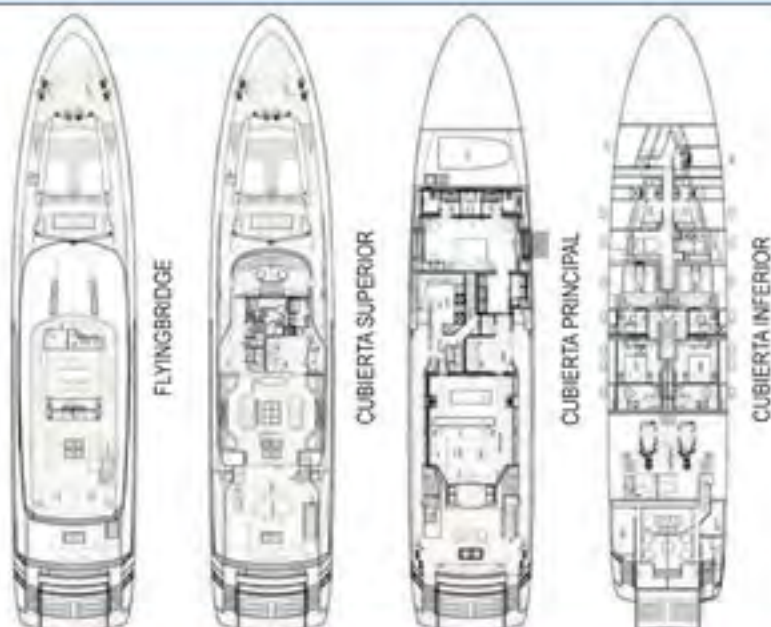
**LOS PILARES SOBRE LOS QUE
OVERMARINE GROUP HA CIMENTADO
SU REPUTACIÓN SON: ELEGANCIA,
DISEÑO IMPONENTE E INTEMPORAL,
LUJO, EXCLUSIVIDAD, POTENCIA,
BELLEZA Y ALMA.**



Eslora total | Overall length: 43 m
 Manga | Beam: 8,70 m
 Calado máximo | Maximum draft: 2,40 m
 Desplazamiento máximo | Maximum displacement: 395 T
 Desplazamiento media carga | Half load displacement: 355 T
 Motorización | Engine: 2x1.448 hp MTU 12V 2000 M72 diesel
 Estabilizadores | Stabilisers: Zero Speed y Underway
 Velocidad máxima | Maximum speed: 15 nudos
 Velocidad de crucero | Cruising speed: 11 nudos
 Autonomía a velocidad crucero | Range at cruising speed: 3.000 NM
 Capacidad de combustible | Fuel capacity: 62.000 l
 Capacidad de agua | Fresh water: 12.000 l
 Número de cabinas | Number of cabins: 6 + 4
 Baños | Toilets: 6+1



Constructor: Overmarine - www.overmarine.com
 Importador: Michi Marine - www.michimarine.com/es



CLASE A

TONELADAS DE BUEN GUSTO

Elegante y espacioso, así es el Oceano 42. En él se han empleado conceptos de diseño innovadores para optimizar la entrada de luz natural a través de grandes ventanales y para potenciar el contacto casi directo con el mar, difuminando el límite entre el armador, sus invitados y el propio océano. Precisamente eso es lo que se siente desde la piscina desbordante con cascada; desde el solárium de proa; desde la cabina del armador (pues el fondo transparente de la piscina es fuente de luz para esta suite); o desde la plataforma de baño abatible, la cual proporciona una zona de descanso adicional cuando se extiende sobre el mar. En el interior, las superficies de color crema, con las pinceladas de color de la madera oscura y el vidrio permiten que la luz natural inunde toda la embarcación.

En cuanto a su habitabilidad, los metros de eslora de este Mangusta ofrecen alojamiento a doce personas que cuentan con seis magníficos camarotes: el del propietario, con sus dos baños completos, y cinco camarotes para invitados, tres dobles y dos con camas gemelas. Todos ellos cuentan con sus respectivos baños en suite. Mientras que los hasta siete miembros de la tripulación profesional cuenta con 4 cabinas.





A CLASS



In summer, Overmarine Group presented a new line of steel and aluminium megayachts with the launch of the Mangusta Oceano 42. Featuring three decks, this 42-metre long-range yacht has a speed of 11 knots and a range of 5,000 miles.

Mangusta vessels belong to Overmarine Group, an Italian boatyard founded in 1985 with headquarters in Viareggio. Renowned worldwide as one of the great boat builders and committed to quality and excellence, it has built approximately 300 yachts over the years and has never crossed the fine line that often separates elegance from ostentatiousness. The boatyard's yachts all perfectly combine: speed, low fuel consumption, performance, impressive interior volumes, comfort, the best Italian style and custom-made interiors.

Launched in June 4, 2016, the Mangusta Oceano 42 embodies all of this. The first three-deck megayacht built in

steel by an Italian boatyard, it has been conceived using progressive design concepts in order to optimize deck area and light exposure. Created by Alberto Mancini, it features a stunningly modern, elegant décor with sharp lines. A great achievement considering the yacht's technical specifications: steel hull with aluminium superstructure, 43 m overall length, 8.70 metre beam, 390 T full load displacement, 12,000 l water capacity, 62,000 l fuel capacity, 1,448 hp engines.

TONS OF GOOD TASTE

The Mangusta Oceano 42 is elegant and spacious. Innovative design concepts have been employed to optimize the entrance of sunlight through the use of extensive windows and create as little barriers as possible between the owner, guests and the surrounding environment. The perfect examples being the infinity pool and waterfall,

OVERMARINE GROUP HAS 10 PRODUCTION PLANTS LOCATED IN VIAREGGIO, MASSA, PISA AND TUSCANY, ALL BOASTING FULLY EQUIPPED QUAY AND DOCK TO CARRY OUT FINAL REVISION WORKS BEFORE THE LAUNCH OF THE YACHT.

THE PILLARS ON WHICH OVERMARINE
GROUP HAS BUILT ITS REPUTATION ARE:
ELEGANCE, IMPRESSIVE AND TIMELESS
DESIGN, LUXURY, EXCLUSIVITY, POWER,
BEAUTY AND SOUL

the sunbathing stations at the bow; the master cabin (the transparent pool floor acts as a light source for the owner's suite); or the fold-down transom that provides an additional lounging area when extended out over the sea.

Inside the light cream-coloured surfaces, the dark wood details and the abundance of glass allow natural light to diffuse throughout the yacht.

Accommodation layout aboard this 42-metre Mangusta includes six impressive cabins for up to twelve guests: the master suite, with two fully-equipped en-suite bathrooms, and 5 guest cabins, three double and two with twin beds, all featuring en-suite facilities. Where the seven crew members are accommodated in 4 cabins.



A CLASS

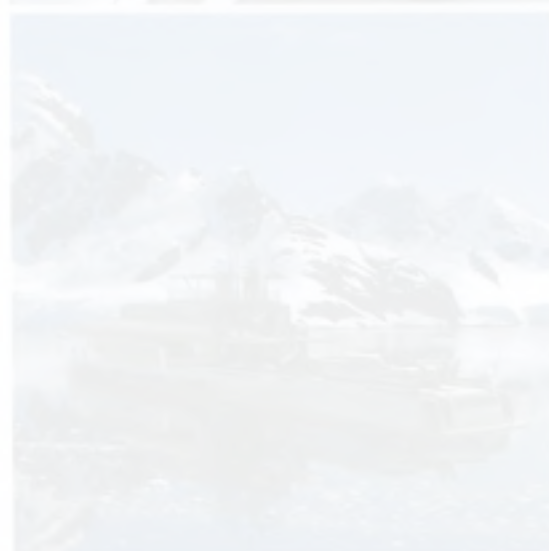


En primera persona

A pesar de responder a un concepto y una línea nueva de Overmarine Group, este Mangusta mantiene los signos de identidad característicos del astillero. El nuevo Oceano 42, construido en acero y conforme a todas las normativas internacionales de navegación oceánica, no deja indiferente a nadie.

In first person

In spite of answering to a concept and Overmarine Group's new line, this Mangusta keeps the signs of identity typical of the shipyard. The new Oceano 42, is built of steel according to all the international regulations of navigation, not remain indifferent anybody.



Superyachts, speedsters, sailing yachts and more – an outside-the-box inventory of notable new launches. By Cornelia Marioglou

6 Pershing

The first unit of the Pershing 140 range will possess four MTU M94 engines, producing 2,600HP each, although alternative configurations are available for the 43.53m yacht. The hydrojet drive speeds up this new flagship, built in tight alloy, to a maximum 38 knots.

7 Rossiniavi

A 48m explorer yacht, the Ian Jurevich-designed Argo has a versatile open aft deck, ideal for outdoor activities – tenders, submarine and toys adding to the fun. Able to host 12 guests, she has an observation deck providing all-round views of the diverse areas she is able to visit.

8 Overmarine

The 54m Mangusta GrandSport 54 marks the yard's entry into the long-range, fast displacement line. Designed by the Italian Alberto Mancini, it has a racy profile, powerful engines, and a remarkably low draught of 2.5m, allowing access to shallow waters such as those in the Bahamas.

Royal Huisman

"Build me a beast. Don't build me a wolf in sheep's clothing," prescribed the owner. The result, delivered soon, will be the 58.12m sloop Ngoni, designed by the late Bill Dubois, and is a distinctive fast performance vessel, with a beautifully sculptured superstructure.

10 Oceanco

The eco-friendly E-Motion (yard number DP046) has well-integrated solar panels on the aft top roof and on the aft upper deck, and at 90m has room for a 120sq m owners' suite with private terrace, whirlpool, sunbeds and seating area, as well as six spacious guest rooms.



February 2017

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Second Mangusta 132 yacht launched by Overmarine | Boat International



BOAT



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Second Mangusta 132 yacht launched by Overmarine

15 February 2017 by Chris Jefferies

Italian yard Overmarine has launched the second hull in its Mangusta 132 series of 40 metre yachts. Splashed in Viareggio yesterday (February 14), this fast planing yacht was built from a GRP hull and superstructure to an in-house design.



The second Mangusta 132 has an estimated top speed of 34 knots

The exterior profile is classic Mangusta, with sporty lines and timeless touches, but the yard adds that the latest glazing technology has been employed, with a single pane of glass fitted either side of the saloon for excellent views out to sea.

Accommodation is for eight guests, split between four cabins including an owner's cabin, two doubles and a twin, while the crew quarters allow for a staff of up to five people. No

23/2/2017

Second Mangusta 132 yacht launched by Overmarine | Boat International

further interior details have been released so far, but the yard adds that the owner worked closely with the in-house design team to customise the yacht to his exact specifications. Key features include a spacious superyacht sundeck, which has been designed as a private area for the owner and his guests to enjoy while zipping along at high speeds.

Performance is key to the Mangusta 132's charms, with a triple MTU diesel engine set up allowing for a top speed of 34 knots. When trimmed back to her fast-cruising speed of 32 knots, a maximum cruising range of 450 nautical miles is possible, allowing for extended coastal cruises at high speeds.

Other projects currently under development at the Italian yard include the flagship Mangusta Gransport 54, which is due to hit the water next year.

23/2/2017

VARATO IL SECONDO MANGUSTA 132

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VARATO IL SECONDO MANGUSTA 132

15 febbraio 2017

23/2/2017

VARATO IL SECONDO MANGUSTA 132



E' stata varata lo scorso 14 febbraio a Viareggio, la seconda unità della serie Mangusta 132.

Si tratta di un modello della linea Maxi Open del Gruppo, un 40 metri veloce e confortevole e *con importanti* contenuti tecnici. Infatti, grazie alla presenza di stabilizzatori giroscopici che permettono di ridurre il rollio sia all'ancora che in navigazione, il range di utilizzo confortevole dell'imbarcazione è fortemente ampliato. Ora si può navigare a velocità di dislocamento per esempio nei trasferimenti, a 12-15 kn, senza rollio. Anche i consumi, grazie al package propulsivo di nuova generazione combinato all'evoluzione delle linee di carena, sono stati notevolmente ridotti.

Il profilo esterno è quello della tradizione, dall'elegante design senza tempo e dalle linee filanti e sportive, in cui sono state perfettamente integrate le recenti modifiche estetiche e strutturali introdotte sui nuovi modelli: la nuova geometria dei vetri, un'unica vetrata all'altezza del salone che offre un'eccellente visibilità dall'interno e permette alla luce naturale di entrare ampiamente e la presenza di un ampio fly dalla linea dinamica e moderna, con griglia estetica posteriore, che si presta ad essere usato come area privata dell'armatore e può anche essere dotato di una seconda postazione di comando, per regalare sia momenti di relax sia l'emozione della navigazione ad alta velocità.

23/2/2017

VARATO IL SECONDO MANGUSTA 132

Gli interni, come tutte le imbarcazioni Mangusta, sono totalmente custom e sono il risultato di una proficua collaborazione tra l'Ufficio Artistico del Gruppo ed il team dell'Armatore.

www.overmarine.it

sull'autore

Daniele Carnevali

23/2/2017

Overmarine Group: varato il secondo Mangusta 132 | www.pressmare.it



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Overmarine Group: varato il secondo Mangusta 132

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15/feb/2017 06:30

Stampa articolo e-mail (mailto:?subject=From 'pressmare.it'&body=OVERMARINE GROUP: VARATO IL SECONDO MANGUSTA 132%0AÈ stata varata lo scorso 14 febbraio a Viareggio, la seconda unità della serie Mangusta 132. Si tratta di un modello della linea Maxi Open del Gruppo, un 40 metri veloce e confortevole e con importanti contenuti tecnici. Infatti, gra...%0A%0A%0ALEGGI DI PIU': <http://www.pressmare.it/news/2017/02/15/overmarine-group-varato-il-secondo-mangusta-132-6004>)

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Il varo del secondo esemplare di Mangusta 132

Il profilo esterno è quello della tradizione, dall'elegante design senza tempo e dalle linee filanti e sportive, in cui sono state perfettamente integrate le recenti modifiche estetiche e strutturali introdotte sui nuovi modelli: la nuova geometria dei vetri, un'unica vetrata all'altezza del salone che offre un'eccellente visibilità dall'interno e permette alla luce

23/2/2017

Overmarine Group: varato il secondo Mangusta 132 | www.pressmare.it

naturale di entrare ampiamente e la presenza di un ampio fly dalla linea dinamica e moderna, con griglia estetica posteriore, che si presta ad essere usato come area privata dell'armatore e può anche essere dotato di una seconda postazione di comando, per regalare sia momenti di relax sia l'emozione della navigazione ad alta velocità.

Gli interni, come tutte le imbarcazioni Mangusta, sono totalmente custom e sono il risultato di una proficua collaborazione tra l'Ufficio Artistico del Gruppo ed il team dell'Armatore.

www.overmarine.it

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Overmarine



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New Mangusta 132 hits the water



The 40m motoryacht touched the water on February 14, in Viareggio, Italy.



TAGS: [Italian shipyards \(<http://www.superyachtbusiness.net/tag/italian-yards>\)](http://www.superyachtbusiness.net/tag/italian-yards)

Italian shipyard Overmarine has launched the second unit of the Mangusta 132 series. The 40m motoryacht touched the water on February 14, in Viareggio. The yacht is sold and due

for delivery in two months' time.

This Mangusta 132 is equipped with gyroscopic stabilisers and the builder claims that the range of uses for which this yacht can comfortably be utilized has been strongly increased.

"It is now possible to cruise at a displacement speed, during transfers for example, of 12-15 nautical miles, without any rolling. Consumption has also been considerably reduced thanks to the new generation driving package combined with the evolution of the lines of the hull," the shipyard says in a statement.

The yacht's external profile is that of tradition, with elegant, timeless lines. Overmarine says the latest aesthetic and structural changes have seamlessly been integrated.

"Firstly, the new generation of glazing, a single pane of glass which offers excellent visibility from inside and lets in copious light. Secondly, the presence of a spacious flybridge featuring a dynamic aesthetic rear grills, which can also be fitted with a second heli



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MANGUSTA 132 SECOND HAS BEEN LAUNCHED

February 15, 2017 1:59 pm by WOY



(https://twitter.com/intent/tweet?text=Check%20out%20this%20article&url=https://theworldofyachts.com/yachts/mangusta-132-second-launched/)

✉ (mailto:?subject=<!--:en-->Mangusta 132 second has been launched<!--:-->&body=Read More: https://theworldofyachts.com/yachts/mangusta-132-second-launched/)



The second unit of the Mangusta 132 series was launched last Tuesday, 14th February, in Viareggio.

It's a model of the Maxi Open line, a fast, comfortable, 40 metre yacht with an important technical content. Indeed, thanks to the use of gyroscopic stabilisers which make it possible to reduce rolling both at anchor and underway, the range of uses for which this yacht can comfortably be utilized has been strongly increased. It is now possible to cruise at a displacement speed, during transfers for example, of 12-15 nautical miles, without any rolling. Consumption has also been considerably reduced thanks to the new generation driving package combined with the evolution of the lines of the hull.

The external profile is that of tradition, with the elegant, timeless design and racy, sporty lines, into which the latest aesthetic and structural changes of the new models have seamlessly been integrated. Firstly, the new generation of glazing, a single pane of glass at the height of the salon which offers excellent visibility from inside and lets in copious amounts of natural light. Secondly, the presence of a spacious flybridge featuring a dynamic, modern line, with aesthetic rear grills, which can also be fitted with a second helm. It lends itself to being used as a private area for the Owner where to both relax fully and enjoy the exciting experience of cruising at high speeds.

The interiors, as indeed with all Mangusta yachts, are completely customised and the fruit of a successful working relationship between the Group's Artistic Office and the Owner's team.

PREVIOUS ARTICLE (HTTPS://THEWORLDIFYACHTS.COM/NEWS/MAN-ENGINES-SUPPLIES-2000TH-ENGINE-VIKING-YACHTS/)

NEXT ARTICLE (HTTPS://THEWORLDIFYACHTS.COM/YACHTS/NEWEST-CHRISTENSEN-LAUNCH-MOVES-FINISH-BAY/)

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Mangusta 132', varata la seconda unità

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22 FEBBRAIO
2017

Varata a Viareggio la seconda unità della fortunata serie **Mangusta 132'** (marchio di Overmarine Group). Si tratta di un modello della linea **Maxi Open, un 40 metri veloce e confortevole** e con importanti soluzioni tecniche. Grazie alla presenza di stabilizzatori giroscopici che permettono di ridurre il rollio sia all'ancora che in navigazione, il range di utilizzo confortevole dell'imbarcazione è fortemente ampliato. Ora si può navigare a velocità di dislocamento, ad esempio nei trasferimenti,

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Mangusta 132', varata la seconda unità | Gente di mare 2.0

20 FEBBRAIO
2017

a 12-15 nodi senza rollio. Anche i consumi, grazie al package propulsivo di nuova generazione combinato all'evoluzione delle linee di carena, risultano drasticamente ridotti.

Il profilo esterno è quello tradizionale del machio, dall'elegante design senza tempo e dalle linee filanti e sportive, in cui sono state perfettamente integrate le recenti modifiche estetiche e strutturali introdotte sui nuovi modelli: la nuova geometria dei vetri, un'unica vetrata all'altezza del salone che offre un'eccellente visibilità dall'interno e consente alla luce naturale di entrare ampiamente e la presenza di un ampio fly dalla linea dinamica e moderna, con griglia estetica posteriore, che si presta ad essere usato come area privata dell'armatore e può anche essere dotato di una seconda postazione di comando, per regalare sia momenti di relax sia l'emozione della navigazione ad alta velocità.

Gli interni di **Mangusta 132'** sono totalmente custom e sono il risultato di una proficua collaborazione tra l'**Ufficio Artistico del Gruppo** ed il team dell'armatore.

Fondato nel 1985 dalla famiglia **Balducci** - unica proprietaria e saldamente alla guida dell'azienda - **Overmarine Group** è conosciuto in tutto il mondo per i suoi maxi open a marchio **Mangusta: Oceano** e **GranSport**. In grande rilievo anche la produzione di **navi peacekeeping e coast guard** a marchio Effebi.

Photo credits: archivio Overmarine Group - Emilio Bianchi



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2/4

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GranSport 44 Joins Mangusta Fast Displacement Line

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What started as a concept design two years ago is a growing fast-displacement series. The Mangusta (<http://www.overmarine.it>) GranSport line now includes a second model, the GranSport 44.

Measuring 144'7" (44.1 meters), the new model joins the GranSport 54, which is set for delivery next summer. Construction is not yet underway on the 44, since model tank tests are ongoing. Francesco Frediani, group commercial director, says the first aluminum frames are set for assembly in September. That should permit the Mangusta GranSport 44 to be in an owner's hands in 2019. Bearing a 28'2" (8.6-meter) beam, hull number one is available for sale.



(<http://megayachtnews.com/wp-content/uploads/2017/02/Mangusta-GranSport-44-2.jpg>)

Alberto Mancini, who also penned the lines of the 54, wanted the 44 to reflect the typical Mediterranean cruising lifestyle. This puts an emphasis on alfresco areas, of course. But, a virtual connection between interior and exterior areas is equally important. One key example is the upper-deck lounge. It opens out aft to a seating area, plus has views out to more lounging space forward. Indeed, this foredeck spot should be popular all day. A large U-shape settee accompanies two sunpads,

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GranSport 44 Joins Mangusta Fast Displacement Line - Megayacht News

plus a hot tub for a small crowd. Furthermore, the hot tub has a waterfall edge. The water flows down forward over three skylights, which illuminate the master head.

The Mangusta GranSport 44 also maximizes usable space close to the waterline. The beach club includes three opening platforms. But, they're not all the typical hatches. When the transom flips up, the swim platform can extend even farther out. Altogether, the owner's party of 10 gets 807 square meters (75 square meters) for relaxation.

Since she's a fast-displacement design, the Mangusta GranSport 44 should provide the speed benefits of a semi-displacement yacht and efficiency akin to a full-displacement design. Expect a top speed of 26 knots, for example. Range should be 3,000 nautical miles at 11 knots. In addition, the shipyard anticipates a still-respectable 1,000 nautical miles at 20 knots. All of this comes with a triple-MTU propulsion package, along with a KaMeWa waterjet coupled to the central engine. The waterjet, a steerable unit, will additionally let the captain station-keep (similar to dynamic positioning). The 7'2" (2.2-meter) draft puts a variety of anchorages at your disposal, too.

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Varata a Viareggio, la seconda unità della serie Mangusta 132, un Maxi Open di 40 metri veloce e confortevole e con consumi ridotti

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Grazie alla presenza di stabilizzatori giroscopici che permettono di ridurre il rollio sia all'ancora che in navigazione, il comfort in navigazione è fortemente ampliato. Ora si può navigare a velocità di dislocamento, per esempio nei trasferimenti, a 12-15 kn, senza rollio. Anche i consumi, grazie al package propulsivo di nuova generazione combinato all'evoluzione delle linee di carena, sono stati notevolmente ridotti.

Il profilo esterno è quello della tradizione, dall'elegante design senza tempo e dalle linee filanti e sportive, in cui sono state perfettamente integrate le modifiche estetiche e strutturali introdotte sui nuovi modelli: la nuova geometria dei vetri, un'unica vetrata all'altezza del salone che offre visibilità dall'interno e permette alla luce naturale di entrare ampiamente e la presenza di un ampio fly dalla linea dinamica e

moderna, con griglia estetica posteriore, che si presta ad essere usato come area privata dell'armatore e può anche essere dotato di una seconda postazione di comando.
Gli interni sono totalmente custom e sono il risultato della collaborazione tra l'Ufficio Artistico del Gruppo ed il team dell'Armatore.

www.overmarine.it

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Overmarine adds GranSport 44 to fast displacement range

18 February 2017 by Chris Jefferies

Italian yard Overmarine used this week's Yachts Miami Beach boat show to announce the latest model in its fast displacement range, the Mangusta GranSport 44.

Styled inside and out by Alberto Mancini and featuring naval architecture by Ausonio, this 44.1 metre all-aluminium yacht is currently undergoing tank testing. The keel laying is scheduled for May, while the launch is slated for 2019.



The GranSport 44 has been designed to achieved a top speed of 26 knots

Mancini explained that the Mangusta GranSport line is inspired by the Mediterranean lifestyle. "From the very first drawings, I imagined and drew a project which brings together

interiors and exteriors and has them communicate with each other, using a unique design language,” he said.

Accommodation is for ten guests and seven crew members, and while no interior renderings have been released as yet, the yard adds that the decor will be consistent with the timeless exterior profile.

Key features include a superyacht beach club measuring 75 metres squared with three fold-out sections encouraging interaction with the water.



The GranSport 44 features a high flexible superyacht beach club

Up on the main deck, the foredeck superyacht spa pool with room for seven people is the main attraction, with a spectacular waterfall feature.

Power will come from a triple 2,600hp MTU 16V2000 M96L set up, coupled to a steerable Rolls Royce Kamewa waterjet for a top speed of 26 knots. In keeping with the GranSport tradition, the 44 boasts a highly efficient hull shape that allows for a maximum cruising range of 3,000 nautical miles at 11 knots and more than 1,000 nautical miles at 20 knots.

Other projects currently under development at the Italian yard include the flagship Overmarine Mangusta GranSport 54, which is due to hit the water next year.

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In crescita gli ordini per imbarcazioni di lusso nella Darsena Pisana di Francesco Loi

18 febbraio 2017



TOP VIDEO

PISA. Con un conteggio sommario si arriva intorno a venti. Tanti sono i mega yacht, compreso qualche giga yacht (oltre i 100 metri di lunghezza), in lavorazione o comunque commissionati ai cantieri nautici che si trovano tra la Darsena Pisana e il canale dei Navicelli. Un numero, in tempi di crisi economica (che evidentemente guarda più ad altri settori), elevatissimo. Un fermento economico ed occupazionale alle porte della città.

Dall'alto della superstrada spiccano i capannoni tutti contrassegnati da brand notissimi della nautica (e della nautica di lusso). Tra questi Rossinavi, che divide i suoi poli produttivi tra Viareggio e, sempre più, Pisa (e non è il solo). Oggi ci sarà il varo di un M/Y Endeavour II, maxi yacht di 50 metri. «Il momento del varo è la conclusione di un progetto e l'inizio di grandi avventure. Noi della Navicelli siamo contentissimi che questa barca, del noto cantiere viareggino con sede anche sui Navicelli, venga completata in Darsena Pisana», esulta l'amministratore unico della Navicelli Spa, **Giovandomenico Caridi**, il soggetto pubblico che gestisce l'area "griffata" Ikea, ma storicamente dedicata alla nautica. La sottolineatura riguarda soprattutto il fatto che la

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Decine di super yacht cantieri in fermento - Cronaca - il Tirreno

gigantesca imbarcazione sarà completata in Darsena senza dover andare a Viareggio.

Peralto i cantieri Rossi hanno in fase di ultimazione anche un altro 50 metri, che sarà pronto tra un mese. Ma l'elenco è lungo, anche se Caridi lo conosce a memoria. A proposito di grandi brand del settore, Overmarine, ad esempio, ha da poco varato un 47 metri e due sono in lavorazione. Mec Carpensalda, che fa scafi in acciaio, ha commesse per sei imbarcazioni da Benetti, San Lorenzo e proprio Overmarine: due giga yacht da 110 metri, due da 60 metri e due da 50. Si consideri che per costruire gioielli del genere servono armatori con disponibilità economiche enormi. Uno yacht da 50 metri costa, per farsi un'idea, dai 25 ai 30 milioni di euro. Un business che coinvolge non solo i costruttori, ma anche chi si occupa dell'arredamento degli interni e degli impianti.

L'elenco di Caridi prosegue con un 27 metri in lavorazione da Terranova, uno dei cantieri di più recente insediamento nell'area dei Navicelli, con Seven Stars «che ha raddoppiato nel giro di un anno tra barche in rimessaggio e refitting» e con Austin Parker, azienda che sulle sponde del canale ha ricevuto ordini dagli Stati Uniti per 30 imbarcazioni dai 10 ai 20 metri. C'è poi Codecasa, impegnata nella costruzione di un grande yacht di 60 metri per conto di un nome famosissimo dell'imprenditoria, ma si presta molta attenzione a non farsi scappare indizi.

«Tutto questo fermento è sicuramente motivo di grande soddisfazione», dice Caridi. La nautica pisana dà lavoro ad oltre mille addetti diretti, ma l'incremento di commesse, insieme ai nuovi insediamenti, «ha portato ad aumentare i posti di circa il 10 per cento», dice l'amministratore unico della Navicelli Spa. Come per Codecasa, la difesa della privacy dei magnati armatori è uno dei pilastri dell'attività in Darsena. «La stragrande maggioranza - è l'unica ammissione concessa da Caridi - sono armatori stranieri».

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Mangusta acrescenta o GranSport 44 a linha de deslocamento rápido - Boat Shopping

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Mangusta acrescenta o GranSport 44 a linha de deslocamento rápido

O estaleiro italiano Overmarine anunciou esta semana durante o Yachts Miami Beach o mais recente modelo em sua linha de deslocamento rápido, o Mangusta GranSport 44. Desenhado por dentro e por fora por Alberto Mancini e...

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Mangusta acrescenta o GranSport 44 a linha de deslocamento rápido - Boat Shopping

Desenhado por dentro e por fora por Alberto Mancini e com arquitetura naval por Ausonio, este iate de 44,1 metros de alumínio está sendo submetido a testes de tanques. O casco está previsto para maio, enquanto o lançamento está previsto para 2019.

Mancini explicou que a linha Mangusta GranSport é inspirada pelo estilo de vida mediterrâneo. “Desde os primeiros desenhos, eu imaginei e desenhei um projeto que reúne interiores e exteriores que se comunicam uns com os outros, usando uma linguagem de design único”, disse ele.



A acomodação é para dez convidados e sete tripulantes, e enquanto nenhuma renderização do interior foi lançada ainda, o estaleiro acrescenta que a decoração será consistente com o perfil exterior atemporal.

As características chaves incluem um beach club do medindo 75 metros quadrados, com três seções dobráveis que incentivam a interação com a água.

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Mangusta acrescenta o GranSport 44 a linha de deslocamento rápido - Boat Shopping

hidrojatos Rolls Royce Kamewa, atingindo uma velocidade máxima de 26 nós. De acordo com a tradição da linha GranSport, o 44 possui uma forma de casco altamente eficiente que permite uma faixa de cruzeiro máximo de 3.000 milhas náuticas a 11 nós e mais de 1.000 milhas náuticas a 20 nós.

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Overmarine presents the new Mangusta GranSport 44 - superyachtdigest



OVERMARINE PRESENTS THE NEW MANGUSTA GRANSPORT 44

🕒 20 February 2017 📁 All News, Made in Italy, New-Build, Overmarine, Shipyards

The Italian yard Overmarine announced at Yachts Miami Beach 2017 the latest model in its fast displacement range, the Mangusta GranSport 44. With the exterior and interior design by Alberto Mancini and the naval architecture by Ausonio, the new model is a 44.1 metre all-aluminium yacht, currently undergoing tank testing. The keel laying is scheduled for May and the launch in 2019.

Accommodation is for ten guests and seven crew members. As to the interior decor – not yet unveiled – it will be consistent with the timeless exterior profile.



The distinguishing feature of Mangusta Gran Sport 44 is the upper deck, an area in which the lifestyle concept, understood as an experience of life aboard, finds her maximum expression. The central salon communicates in two directions, towards stern by means of two large sliding glass doors and with the bow sunbridge, where there is a lounge area overlooking 2 large sunbathing areas in the centre of which lies a jacuzzi which can hold up to 7 people. The water continues towards bow, creating a waterfall which

descends to the lower deck, whilst three large underwater skylights diffuse sunlight through to the underlying Owner head.

Another highly distinctive feature is the stern beach area, where contact with the sea is fully-emphasised with an impressive 3 communicating platforms: 1 of which can be extended astern and, moreover, two terraces rotate from the side walls of the hull, thus attaining an impressive 75 walkable square metres.

From a more technical point of view, Mangusta GranSport 44 has a fast displacement hull which was designed, as indeed that of the 54 metre, by one of the most famous naval architects, engineer Ausonio, together with the Group's Technical Office. It features a bulb-shaped hull with sleek lines, thus guaranteeing maximum efficiency and a top performance. From the very beginning of the design, painstaking attention was paid to her sea keeping and the wellbeing of those onboard. Mangusta GranSport 44 is equipped with electric fin stabilisers which guarantee a better response compared with other existing systems, maximising comfort both at anchor and underway.

Once again with a view of increasing performance (speed and efficiency), this model features a special propulsion package, a rare feature in the sector of pleasure boating yachts: 3 MTU 16V 2000 M96L engines. Two outer engines are coupled to shaftlines with fixed pitch propellers. The central engine, on the other hand, is coupled to a steerable Rolls Royce (Kamewa) waterjet. The central unit means it is possible to cruise at low speeds, manoeuvre during cruising and carry out dynamic positioning in ports.

This package allows for a forecasted top speed of 26 knots and a wide range of efficient cruising speeds, with a range of up to 3000 nm at 11 knots and over 1000nm at 20. Thanks to this propulsion, Mangusta GranSport can satisfy the demands of those Owners who want a high performance on long cruises. The package was also designed bearing in mind the environment, as the MTU M96L meets more stringent rules than the current IMO TIER II.



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Overmarine launches Mangusta 132 hull number two



Overmarine launched its second unit in the ne *Mangusta 132* line on Valentine's Day last week. The 40-metre yacht is a natural evolution of the brand's Maxi Open line that delivers Mangusta performance with reduced rolling both at anchor and underway.

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This is achieved through the use of gyroscopic stabilisers and a newly developed hull form that enables the yacht to cruise at displacement speed with a high level of comfort.

The project was sold in January last year by Y.CO brokers Gary Wright and Max Bulley.

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MANGUSTA GRANSport 44: NUOVO FAST DISPLACEMENT DI OVERMARINE GROUP

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Mangusta GranSport 44: lusso, raffinatezza e performance

MANGUSTA GRANSport 44: lusso, raffinatezza e performance

Overmarine Group, di proprietà della famiglia Balducci oggi alla seconda generazione, quest'anno ha raggiunto il 7° posto nel mondo per lunghezza di yacht costruiti per complessivi 771,16 metri (2615,11 ft). L'attuale portafoglio ordini è € 134.200.000 con un fatturato previsto per l'anno nautico in corso 2016/17 di € 89.000.000.

Numeri importanti per un'azienda di famiglia che si trova a competere con veri e propri colossi nel mondo della nautica, di cui i tre più grandi proprio in Italia. Un risultato straordinario ottenuto grazie alla capacità della famiglia Balducci di mantenere la propria leadership nel segmento dei Maxi Open e nello stesso tempo, di anticipare il mercato creando nuovi prodotti che incontrano perfettamente le esigenze degli Armatori di oggi.

Quest'azione di pianificazione strategica ha portato ad una crescita dimensionale nel segmento Maxi Open Mangusta, garantendo prestazioni elevate e comfort di bordo come da tradizione, ma con una specifica attenzione alla stabilizzazione all'ancora e under way ed al contenimento dei consumi.

7/3/2017



Mangusta GranSport 44: lusso, raffinatezza e performance

Ma l'evoluzione del prodotto ha coinvolto anche segmenti nuovi per il Gruppo, come quello delle navi a lunga percorrenza, che ha visto il primo tre ponti di 42 metri a marchio Mangusta Oceano presentato agli scorsi saloni francesi dove ha riscosso grande successo, e come quello delle imbarcazioni a bulbo veloci a marchio Mangusta GranSport.

Mangusta GranSport è la linea di yacht fast displacement del Gruppo che è stata presentata due anni fa come concept design. Il primo modello è il Mangusta GranSport 54, già venduto, che è attualmente in costruzione nel cantiere di Pisa con consegna Estate 2018. La linea porta la firma di Alberto Mancini.

"Nell'automotive il nome GranSport significa prestazioni elevate e massimo comfort di bordo. Per studiare questa nuova linea siamo partiti proprio da questi principi, aggiungendo poi caratteristiche tecniche marine come l'ampia autonomia" dichiara Francesco Frediani, direttore commerciale del Gruppo.

Continua il designer Alberto Mancini, *"Dopo il brief iniziale, ho lavorato ad una linea elegante che esprimesse subito un forte carattere unito alla purezza del dna Mangusta. Ho immaginato e schizzato sin dai primi bozzetti un progetto che unisce e fa comunicare esterni con interni, con un linguaggio di design unico che esprime al meglio ed enfatizza lo stile di vita mediterraneo tipicamente Mangusta."*



Mangusta GranSport 44: lusso, raffinatezza e performance

Il risultato è un'imbarcazione che combina caratteristiche tecniche come velocità, estesa autonomia e consumi contenuti con un elevatissimo confort. Ma anche design, linee sportive, raffinatezza, bellezza ed eleganza.

Recentemente è stato presentato un altro modello della linea Fast Displacement, il **Mangusta GranSport 44**, evoluzione stilistica e progettuale della linea.

2/4

7/3/2017

Un'imbarcazione di estremo lusso che può di diritto essere considerata un'ammiraglia, se non per lunghezza, per valori e caratteristiche. Un insieme intrigante di esclusività, charme di linee e performance.

I tratti distintivi si possono riassumere in: design contemporaneo, sobrio, che non urla per avere attenzione. Una vera bellezza che non ha bisogno di ostentare per apparire. Interior design, sempre a firma di Mancini, impeccabile, in stile italiano, consistente ed in continuità con le linee esterne. Pacchetto propulsivo grintoso, potente ma anche tranquillo e flessibile se richiesto.



Mangusta GranSport 44: lusso, raffinatezza e performance

Elemento caratterizzante del Mangusta Gran Sport 44 è l'upper deck, un'area in cui il concetto di lifestyle, inteso come esperienza di vita a bordo, trova la sua massima espressione: il salotto centrale comunica in due direzioni, sia con la poppa attraverso grandi porte vetrate scorrevoli, sia con il sunbridge di prua dove si trova una zona lounge che si affaccia su 2 grandi prendisole al cui centro è posizionata una vera e propria vasca idromassaggio per 7 persone. L'acqua continua verso prua creando una cascata d'acqua che scende fino al ponte del tonnellaggio, mentre tre grandi skylight subacquei diramano la luce solare nel bagno armatoriale sottostante.

Altro tratto fortemente distintivo è la beach area di poppa, dove il contatto con il mare è enfatizzato al massimo attraverso ben 3 piattaforme, tutte comunicanti tra loro: 1 estensibile a poppa, e 2 terrazze che ruotano dalle murate laterali dello scafo, ottenendo così ben 75 metri quadri calpestabili.

Da un punto di vista più tecnico, il Mangusta GranSport 44 ha una carena dislocante veloce che è stata progettata, così come per il 54 metri, dall'ing. Ausonio, uno dei più rinomati architetti navali, insieme all'Ufficio Tecnico del Gruppo. E' a bulbo, con linee filanti così da offrire la massima efficienza e performance. Fin dall'inizio della progettazione, grande attenzione è stata data alla tenuta di mare ed al benessere di bordo: il Mangusta GranSport 44 è equipaggiato con stabilizzatori elettrici a pinna che garantiscono una più alta risposta rispetto agli altri sistemi esistenti, massimizzando il comfort in navigazione e all'ancora.



Mangusta GranSport 44: lusso, raffinatezza e performance

7/3/2017

Sempre nell'ottica di aumentare le performance (velocità ed efficienza), questo modello ha un pacchetto propulsivo speciale, raro nel panorama delle imbarcazioni da diporto: 3 motori MTU 16V 2000 M96L con i due motori esterni abbinati a linee d'asse con eliche a passo fisso mentre il motore centrale è abbinato ad un idrogetto Roll Royce (Kamewa) manovrabile. L'unità centrale permetterà la navigazione a basse velocità, manovrabilità in crociera ed in porto e dynamic positioning.

Questo pacchetto permette una velocità massima prevista di 26 nodi ed un ampio raggio di velocità di crociera efficienti con un'autonomia fino a 3000 miglia ad 11 nodi e sopra le 1000 miglia a 20 nodi. Grazie a questa propulsione, il Mangusta GranSport può soddisfare quell'Armatore che cerca le alte prestazioni nelle lunghe percorrenze. Il pacchetto è anche stato studiato tenendo presente l'ambiente, considerando che gli M96L della MTU incontrano regole più restrittive che gli attuali IMO TIER II.

I tank test saranno completati a maggio mentre il taglio della lamiera è previsto a settembre 2017 per consegna nel 2019.

www.overmarine.it



March 2017

20/3/2017

New Mangusta makes Dubai debut - Yachting



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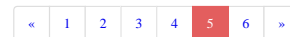
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New Mangusta makes Dubai debut



The Mangusta GranSport 44 features a bulb-shaped hull with sleek lines, thus guaranteeing maximum efficiency and top performance.



Overmarine's newest Mangusta yacht made its regional debut as the Dubai International Boat Show (DIBS) got under way yesterday.

The new 44-m is the second in the builder's Mangusta GranSport fast-displacement series and joins the GranSport 54, which is set for delivery next summer.

The Delhaye Gregory Group (DGG), the Dubai-based GCC dealer for the Italian brand, held an exclusive event at the One&Only Royal Mirage – The Palace, to showcase the Mangusta GranSport 44 to VIPs from the region.

"I am delighted to present to the GCC the new GranSport 44. Overmarine has consistently introduced models that suit different needs, desires and dreams, and this fast displacement model that we are exclusively presenting in the region is the style and design evolution of the line," says DGG Chairman Gregory Delhaye.

He continues: "The yacht's distinctive lines can be summarised in a timeless contemporary design, which has no need to shout to attract attention. She is a real beauty, and does not have to show off to be noticed. The interior design, once again bearing Mancini's signature, is impeccable and features an Italian style that is consistent with the external lines. The propulsion package is gritty and powerful, but also smooth and flexible when necessary.

Overmarine Group Commercial Director Francesco Frediani says: "In the automotive sector, the name GranSport means a high performance, and excellent onboard comfort. In order to study this new line we started with those very principles, adding specifically nautical-related technical features such as extensive range.

Designer Alberto Mancini continues: "After the initial briefing, I worked on an elegant line which would immediately express a strong character combined with the purity of the Mangusta DNA. From the very first drawings, I imagined and drew a project which brings together interiors and exteriors and has them communicate with each other, using a unique design language which best expresses and indeed emphasises the typically Mediterranean and Mangusta lifestyle."

KEY FEATURE

The distinguishing feature of Mangusta Gran Sport 44 is the upper deck, an area in which the lifestyle concept finds maximum expression. The central salon communicates in two directions: towards stern by means of two large sliding glass doors, and with the bow sunbridge, where there is a lounge area overlooking two large sunbathing areas, in the centre of which lies a Jacuzzi which can hold up to seven people. The water continues towards bow, creating a waterfall which descends to the lower deck, whilst three large underwater skylights diffuse sunlight through to the underlying owner head.

Another highly distinctive feature is the stern beach area, where contact with the sea is fully emphasised with an impressive three platforms. One of these can be extended astern while two terraces rotate from the

20/3/2017

New Mangusta makes Dubai debut - Yachting

side walls of the hull, thus attaining an impressive 75 sq m of walkable area.

EFFICIENCY

The Mangusta GranSport 44 has a fast displacement hull which was designed, as indeed that of the 54 m, by naval architect Ausonio together with the group's Technical Office.

It features a bulb-shaped hull with sleek lines, thus guaranteeing maximum efficiency and top performance. From the very beginning of the design, painstaking attention was paid to her sea keeping and the well-being of those onboard. The yacht is equipped with electric fin stabilisers which guarantee a better response compared with other existing systems, maximising comfort both at anchor and sea.

Once again with a view of increasing performance (speed and efficiency), this model features a special propulsion package, a rare feature in the sector of pleasure boating yachts: 3 MTU 16V 2000 M96L engines. Two outer engines are coupled to shaftlines with fixed pitch propellers. The central engine, on the other hand, is coupled to a steerable Rolls Royce (Kamewa) waterjet. The central unit means it is possible to cruise at low speeds, manoeuvre during cruising and carry out dynamic positioning in ports.

This package allows for a top speed of 26 knots and a wide range of efficient cruising speeds, with a range of up to 3,000 nm at 11 knots and over 1,000 nm at 20. Thanks to this propulsion, Mangusta GranSport can satisfy the demands of owners who want a high performance on long cruises. The package was also designed bearing in mind the environment, as the MTU M96L meets more stringent rules than the current IMO TIER II.

The Mangusta GranSport was presented two years ago as a concept design. The first model, the Mangusta GranSport 54, has already been sold and is being built at the Pisa shipyard. She will be delivered to her owner in summer 2018.

Tank test for the Mangusta GranSport 44 will be completed in May 2017 while the keel of yacht will be laid in September 2017 for delivery in 2019.

The Overmarine Group, owned by the Balducci family, holds seventh place in the world ratings for the length of the yachts built, which counts 771.16 m. Its current order book is €134.2 million (\$141 million) with a turnover of €89 million (\$93 million) forecast for the 2016/2017 year.

Now in its 25th edition, the Dubai International Boat Show is being held at the Dubai International Marine Club in Mina Seyahi until March 4.

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Mangusta reveals design of new GranSport 44 - Superyacht Business

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Mangusta reveals design of new GranSport 44



(http://www.superyachtbusiness.net/author/muriellegonzalez)

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Two years after announcing the GranSport fast-displacement yacht series, Mangusta has added the GranSport 44 to the line.

TAGS: Italian shipyards (http://www.superyachtbusiness.net/tag/italian-yards)



Official presentation of Mangusta Gransport 44 as seen on Overmarine's Facebook page

Two years after announcing the GranSport fast-displacement yacht series, Manugusta has added the GranSport 44 to the line. The Italian shipyard made the announcement last week at a press conference in Miami.

6/3/2017

Mangusta reveals design of new GranSport 44 - Superyacht Business

SUPERYACHT BUSINESS (<http://www.superyachtbusiness.net>)

Designed by Alberto Mancini, Mangusta 44 has a low-riding upper deck attached to a sleek hull. The new 44m yacht joins the GranSport 54. The first 54m yacht is scheduled for delivery in the summer.

Commercial director Francesco Frediani said that first aluminium frames for the hull of the new 44m yacht will be assembled in September. Launch is expected in 2019.

Commenting on the new model, Mancini said that the Mangusta 44 should reflect a typical Mediterranean cruising lifestyle. "The exterior is supposed to connect seamlessly with the interior through areas like the upper-deck saloon. The area near the waterline has also been used to the fullest degree," Mancini said.

The large 75sq m beach club has three opening areas, including two side platforms and the transom. The stern is the focal point of the beach club, and its swim platform extends even farther out if space is required.

Frediani said the first boat will be powered by twin 2600-hp MTUs connected to a KaMeWa waterjet to deliver a top speed of 26 knots. The boat has an effective range of 3000 nautical miles at 11 knots.

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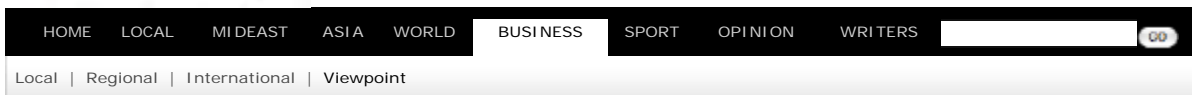
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Dubai Boat Show sailing ahead

By William Faria

March 02, 2017

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Besides the display of the most expensive, elegant and state of the art yachts on display at the ongoing 25th Dubai International Boat Show that entered its second day at the Dubai International Marine Club - Mina Seyahi, there is always something for everyone to witness including diving, luxury property, super cars and entertainment for the whole family.

The five-day event is attracting visitors and professionals interested in all sectors of the maritime industry, providing a platform for regional and global companies from 60 countries to interact with a diverse customer base.

Launching the Ferretti Yachts 550 and Custom Line Navetta 28 for the first time in the region, UAE-based superyacht supplier ART Marine remains optimistic for the next 12 months in spite of global perceptions.

Greg Stinner, CEO of ART Marine said: "It's been an exciting day given it's the first day of the 25th anniversary show and of course there are very high expectations by the audience, the press and even from ourselves as exhibitors.

"I think today we have a more educated clientele, people who understand the industry, and 60 per cent of our customers are already boat owners who have either come to us because they would like a change or because we give them the opportunity to trade-in. Today's client is much more aloof and they know what they want and what's in the market, and if you're a dealership that has brands that don't offer that then you'll be getting a smaller share of the market."

Among the superyacht manufacturers launching luxury vessels were emirates-based Gulf Craft, celebrating their 35 years in tandem with the show's silver jubilee.

Erwin Bamps, CEO, Gulf Craft said: "This year represents a very important milestone for Gulf Craft, with the shipyard having completed 35 years of craftsmanship. We are honoured to celebrate this achievement at the 25th edition of the Dubai International Boat Show, our home event."

Among the exhibitors showcasing new projects were Ayia Napa Marine, displaying their latest mixed-use marina and waterfront residences positioned on the Cypriot coast. Valued at EUR220million, the development will boast a 600-berth marina and 190 spacious apartments which include a Permanent Residency Permit.

"Our presence at this year's Dubai International Boat Show allows us to reach a greater pool of investors - specifically yachting and marine enthusiasts - who are looking at their next purchase, with the added benefit of gaining EU citizenship," said Stavros Caramondanis, Ayia Napa Marina CEO.

With an expanding market and consumer interest for mid to small-sized boats, brands such as Fairline, Princess Yachts and Prestige were out in full force showing off their latest products. The appeal for vessels in the segment has seen a large increase over the past couple of years as a new wave of customers with varying budgets enter the market.

As well as a large display of water craft from some of the industry leading brands, the show offers sights and attractions for all tastes. The supercar promenade returns with the best in motoring excellence on show including a Bentley Continental GT, McLaren 570 GT, Maserati Levante, Mercedes-Benz G 500 4x4, Aston Martin DB11 and a Lamborghini Huracán.

Additionally, the show's beach area offers a scenic backdrop with a variety of entertainment and food and beverage options, a marine Art Gallery, featuring original works of art, daily stunt shows, and hands on boating experiences.

Innovative adventures

Some of the world's most innovative water adventure companies are showing visitors how to shed new light on the ocean floor the ongoing Show.

These deep sea submersibles are taking water wanderlust to new depths of planet Earth, allowing owners to access depths of a kilometre under the sea surface in comfort and safety.

Triton Submersibles, Seabreacher and Ortega Submersibles are all opening the eyes of thrill seeking visitors who are keen to explore the wonders of the world in the latest technology.

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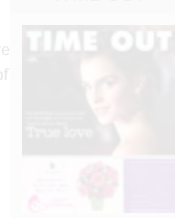
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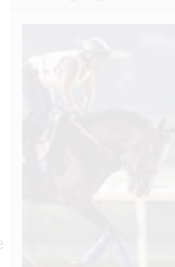
PANORAMA



TIME OUT



SPORT



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A bright yellow 'machine of discovery' which can access parts of the planet one could never otherwise reach is catching the eye of visitors at the show. Akin to an 'inner space ship', according to Patrick Lahey, President of Triton Submarines, the \$3.6million 'Triton 3300/3' reaches as deep as 3,300 feet (1,000 metres) and carries three passengers.

Lahey said: "These submersibles have been specifically designed to go on private yachts and allows you to sit in a pressure resistant structure that's comfortable and quiet, air conditioned, and offers you a wonderful experience seeing parts of our world that you simply cannot see any other way. It's truly a machine of discovery.

"Like any innovative product, it takes a while for the consumer to accept the concept. Our owners are typically people of vision who are open to trying new things. The experiences they'll have are what start the conversation, and that is what gets people excited about submersibles."

Gulf Craft

The award-winning boat builder's Gulf Craft continue to impress the crowds at the Show with the all-new superyacht, the Majesty 100, that is proving to be a head turner where the award-winning builder's latest masterpiece made its global debut.

Characterized by her unrivalled use of onboard space and innovative design, the Majesty 100 offers owners a seamless luxury cruising experience. From a unique semi-convertible fly-bridge – Gulf Craft's first – and a powerful but efficient propulsion system, to lavish interiors and copious lounging areas, the superyacht's unreserved magnificence can be seen throughout her generous 32-meter length.

Gulf Craft's latest reveal is an indication of a recovering demand for mid-range yachts, which the company's CEO, Erwin Bamps, attributes to upcoming waterfront developments and a growing appetite for luxury cruising among the region's affluent millennials.

"This is a very exciting time for us as yacht builders," said Bamps. "From the recently announced Dubai Harbour project and the Dubai Canal, to the Deira Islands and the Port Rashid Marina, aspiring yacht owners will soon be spoiled for choice when it comes to how and where they want to use their craft. Combined, these ambitious waterfront projects will pave the way to a thriving yachting community that will largely be comprised of younger boaters.

"Because of her practical, yet powerful, attributes in both engineering and design, the Majesty 100 is perfect for entry-level superyacht owners, whether they are looking for a waterfront retreat or an oceangoing adventure."

The Majesty 100 is the first in Gulf Craft's collection to have a partially enclosed fly-bridge, allowing guests sitting within its spacious lounge area to enjoy breathtaking views of the vast seascape – as though they are seated in a traditional fly-bridge, but with the added luxury and comfort offered by indoor living. Those looking for some fresh air can simply slide down the glass panels and open the folding doors fully, converting the area into an outdoor lounging space.

With stunning exterior, interior, and naval architecture and design courtesy Gulf Craft's very own in-house Design Studio, the complete layout of the Majesty 100 is based on the principles of maximizing space and stretching the outdoor experience through to the interior. The raised wheelhouse is characterized by its 270-degree vertical glass panels, yet another first by Gulf Craft that offers the captain of the Majesty 100 unobstructed views of the surrounding seascapes.

Moving to the main deck, sweeping floor-to-ceiling windows allow natural light to flow abundantly through the cabin, and two hydraulic extendable balconies fixed on both ends of the back-seating area offer passengers an effortless al-fresco experience while still having quick and seamless access to the craft's main indoor living and entertainment areas.

Premium marble countertops and white oak flooring delicately adorn the superyacht's main cabin and 5 en suite staterooms, which can accommodate up to 12 guests for overseas cruising. Those looking to entertain or simply take in the vast seascapes while listening to their favorite tunes can enjoy the crisp beats reverberating from the superyacht's built-in Bang & Olufsen speakers.

Powered by two 1,900 hp MAN engines, the Majesty 100 can travel at a maximum nautical speed of 23 knots. The superyacht's superior engineering and hull design makes her very fuel-efficient, enabling even longer distance travel. The Majesty 100 deploys a V-drive propulsion system, and therefore houses the engines within the rear side of the craft, which allows for increased onboard space and comfort.

Mangusta display

Delhaye Gregory Group(DGG), the official GCC representative of Overmarine Group, Mangusta, based in Dubai, also announced the newcomer by Mangusta to the Show.

"I am extremely honoured and delighted to present to the GCC region the new Mangusta model, the GranSport 44. Overmarine Group has consistently introduced models that suit different needs, desires and dreams, and this model of the Fast Displacement that we are exclusively presenting in the region is the style and design evolution of the line." says Gregory Delhaye, Chairman, Delhaye Gregory Group.

This highly luxurious yacht fully holds the right to be considered a flagship, if not for her length then for her values and features. She is an intriguing combination of exclusiveness, charming lines and performance.

The distinctive lines can be summarized in a timeless contemporary design, which has no need to shout to attract attention. She is a real beauty, and does not have to show off to be noticed. The interior design, once again bearing Mancini's signature, is impeccable and

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Designer Alberto Mancini continued, "After the initial briefing, I worked on an elegant line which would immediately express a strong character combined with the purity of the Mangusta DNA. From the very first drawings, I imagined and drew a project which brings together interiors and exteriors and has them communicate with each other, using a unique design language which best expresses and indeed emphasizes the typically Mediterranean and Mangusta lifestyle."

The distinguishing feature of Mangusta Gran Sport 44 is the upper deck, an area in which the lifestyle concept, understood as an experience of life aboard, finds her maximum expression. The central salon communicates in two directions, towards stern by means of two large sliding glass doors and with the bow sunbridge, where there is a lounge area overlooking 2 large sunbathing areas in the centre of which lies a jacuzzi which can hold up to 7 people. The water continues towards bow, creating a waterfall which descends to the lower deck, whilst three large underwater skylights diffuse sunlight through to the underlying Owner head.

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Delhay Gregory Group Announces Mangusta Gransport 44: Luxury, Sophistication and Performance

3 WEEKS AGO



Delhay Gregory Group(DGG), the official GCC representative of Overmarine Group, Mangusta, based in Dubai, organized an exclusive event yesterday at the One&Only Royal Mirage – The Palace, to announce the newcomer by Mangusta to top VIPs from the region.



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Another highly distinctive feature is the stern beach area, where contact with the sea is fully-emphasised with an impressive 3 communicating platforms: 1 of which can be extended astern and, moreover, two terraces rotate from the side walls of the hull, thus attaining an impressive 75 walkable square metres.

From a more technical point of view, Mangusta GranSport 44 has a fast displacement hull which was designed, as indeed that of the 54 metre, by one of the most famous naval architects, engineer Ausonio, together with the Group's Technical Office. It features a bulb-shaped hull with sleek lines, thus guaranteeing maximum efficiency and a top performance. From the very beginning of the design, painstaking attention was paid to her sea keeping and the wellbeing of those onboard. Mangusta GranSport 44 is equipped with electric fin stabilisers which guarantee a better response compared with other existing systems, maximising comfort both at anchor and underway.

Once again with a view of increasing performance (speed and efficiency), this model features a special propulsion package, a rare feature in the sector of pleasure boating yachts: 3 MTU 16V 2000 M96L engines. Two outer engines are coupled to shaftlines with fixed pitch propellers. The central engine, on the other hand, is coupled to a steerable Rolls Royce (Kamewa) waterjet. The central unit means it is possible to cruise at low speeds, manoeuvre during cruising and carry out dynamic positioning in ports.

This package allows for a forecasted top speed of 26 knots and a wide range of efficient cruising speeds, with a range of up to 3000 nm at 11 knots and over 1000nm at 20. Thanks to this propulsion, Mangusta GranSport can satisfy the demands of those Owners who want a high performance on long cruises. The package was also designed bearing in mind the environment, as the MTU M96L meets more stringent rules than the current IMO TIER II.

This year Overmarine Group, owned by the Balducci family and currently led by the second generation, holds 7th place in the world ratings for the length of the yachts built, which counts 771.16 metres (2615.11 ft). Its current order book is €134,200,000 with a turnover of €89,000,000 forecast for the 2016/2017 nautical year.

These are considerable figures for a family business which finds itself competing with real giants in the marine business around the world, of which three of the largest are all based in Italy. This extraordinary result has been achieved through the Balducci family's vision: its ability to maintain leadership of the Maxi Open segment whilst at the same time anticipating market demand by developing new products that meet the requirements of today's Owners perfectly.

This strategic planning has led to dimensional growth in the Maxi Open Mangusta segment, continuously guarantying high levels of performance and onboard comfort as per tradition, but paying specific attention both to stabilization, at anchor and underway, and limiting consumption.

However, product evolution has also involved segments which are new for the Group, like that of long range yachts, where the first 42-m three deck Mangusta Oceano was presented at the latest French boat shows and enjoyed huge success, and that of Mangusta GranSport fast yachts with bulb-shaped hulls.

Mangusta GranSport is the Group's line of fast displacement yachts and was presented two years ago as a concept design. The first model is Mangusta GranSport 54, which has already been sold and is currently being built at the Pisa shipyard. She will be delivered to her Owner in summer 2018. This line, as the long range one, bears the signature of Alberto Mancini.

The result is a yacht which combines technical features such as speed, an extended range and limited consumption with extremely high levels of comfort. But also design, sporty lines, sophistication, beauty and elegance.

Tank test will be completed in May 2017 while Keel of Mangusta GranSport 44 will be laid in September 2017 for delivery in 2019.

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احتفلت مجموعة ديلهاي غريغوري غروب (DGG)، وهي الممثل الرسمي لمجموعة أوفر مارين غروب Overmarine Group في دول مجلس التعاون الخليجي، بفعالية حصرية في صالة ذا بالاس في فندق وان أند أونلي رويال ميراج في دبي، من أجل الإعلان عن إطلاق الإصدار الأحدث في سلسلة يخوت مانغوستا أمام حشد إعلامي بارز ونخبة من أشهر كبار الشخصيات في المنطقة.

وفي هذا السياق، يؤكد السيد غريغوري ديلهاي، وهو رئيس مجلس إدارة مجموعة ديلهاي غريغوري غروب، قائلاً: "إنني فخور ومسرور للغاية لإطلاق يخت غران سبورت 44 في دول مجلس التعاون الخليجي، وهو الطراز الجديد في سلسلة مانغوستا. ولطالما حرصت مجموعة أوفر مارين غروب على ابتكار تصاميم يخوت تلبي مختلف الاحتياجات والرغبات والأحلام. ويمثل هذا الطراز الأحدث في مجموعة اليخوت السريعة الذي نطلقه حصرياً في المنطقة، التصميم والأسلوب الأكثر تطوراً في السلسلة".

وبدون شك، يُعد مانغوستا غران سبورت 44 الفخم جداً يختاً بارزاً بكل ما للكلمة من معنى، فإن لم يكن من حيث الطول، فأقله من حيث القيمة والسماة التي يتمتع بها اليخت. فاليخت يجمع بين الفخامة الاستثنائية والخطوط الهندسية الأنيقة والأداء المميز.

ويمكن تلخيص تصميم اليخت المميز بأنه عصري إنما كلاسيكي أي لا يحتاج إلى أي تفاصيل أخرى للفت الأنظار. وبالفعل، يجسد غران سبورت 44 مفهوم الجمال الحقيقي ولا يحتاج إلى أي بهجة لخطف الأنظار. على صعيد التصميم الداخلي، فهو بتوقيع شركة "منتشيني" التي حرصت على تقديم ديكور رائع يتميز بلمسات إيطالية متناغمة مع التصميم الخارجي. أما نظام الدفع فيمكن وصفه بالجبار والفعال، ولكنه أيضاً يتسم بالنعومة والمرونة وقت الضرورة.

وهنا، يصرّح فرانشييسكو فريدياني، وهو المدير التجاري في المجموعة، قائلاً: "في قطاع السيارات، يرمز اسم غران سبورت إلى الأداء العالي والراحة المطلقة على متنه. فلغايات دراسة هذا الخط الجديد، اعتمدنا على تلك المبادئ بالضبط، وأضفنا على وجه التحديد، السمات الفنية الخاصة بالسفن البحرية بما فيها المدى الأطول".

وبدوره، يضيف المهندس ألبيرتو منتشيني: "بعد تزويدي بملخص أولي عن المشروع، سعيت إلى ابتكار تصميم أنيق يرمز بوضوح إلى الهوية بالتماشي مع هوية مانغوستا العريقة. وفور إطلاعي على الرسوم الأولى، تخيلت وشرعت في رسم مشروع يتميز بتصميم داخلي وخارجي منسجمين ومتراپطين بالفعل، واستندت لتلك الغاية إلى لغة تصميم فريدة تجسّد بالصورة الأفضل لا بل تركّز على أسلوب الحياة النموذجي الذي تمثّله علامة مانغوستا ومنطقة البحر الأبيض المتوسط".

لا يمكن إنكار أنّ السمة الأبرز في تصميم مانغوستا غران سبورت 44، تتبلور في سطح السفينة العلوي، وهو مساحة تعتبر أفضل تعبير عن مفهوم أسلوب الحياة الفخم الذي يعد بتجربة استثنائية على متن اليخت. يُفضي الصالون في وسط اليخت إلى اتجاهين، الأول نحو مؤخرة السفينة عبر بايتين كبيرين منزلقين من الزجاج، والثاني نحو سطح التسمّر في مقدمة اليخت حيث قاعة الاستجمام المطلّة على منطقتين فسيحتين للتسمّر وفي وسطهما حوض جاكوزي يسع 7 أشخاصاً. تتدفّق مياه الجاكوزي باتجاه مقدمة اليخت على شكل شلال يصبّ في السطح السفلي، فيما تتيح 3 مناور ضخمة في قعر حوض الجاكوزي دخول نور الشمس إلى غرفة الحمام في الجناح الرئيسي للمالك في الطابق السفلي.

أما السمة الأخرى البارزة جداً، فتتمثّل بمساحة إضافية فوق سطح البحر في مؤخرة اليخت، متيحةً بذلك الاحتكاك بسطح البحر عبر 3 منصات رائعة، وإحداها كناية عن باب في مؤخرة السفينة يفتح على شكل منصة تلامس مياه البحر، بالإضافة إلى جدارين على جانبي بدن اليخت يمكن تحويلهما إلى شرفتين فسيحتين تصل مساحتهما إلى 75 متراً مربعاً حيث يمكن السير.

وبالانتقال إلى تفاصيل أكثر تقنية، يتميز يخت مانغوستا غران سبورت 44 ببدن مثالي للسرعة صمّمته شركة أوسونيو الرائدة في هندسة اليخوت بالتعاون مع المكتب التقني في المجموعة، وهي قد تولّت أيضاً هندسة الطراز 54 من السلسلة ذاتها. يتسم بدن اليخت بمقدّمة بصلية الشكل وتتخلله خطوط هندسية فخمة، فيجمع تصميمه بين الفعالية القصوى والأداء الأفضل. وارتكزت الخطوة الأولى في التصميم بصورة أساسية، على توازن اليخت وراحة الركاب على متنه. لذلك، تم تجهيز مانغوستا غران سبورت 44 بنظام موازنة زعنفية كهربائية للحفاظ على توازن اليخت، وهو يتيح بالتالي ثباتاً أفضل مقارنة مع باقي أجهزة التوازن المتوافرة، بما يعزّز راحة الركاب القصوى سواء كان اليخت راسياً أو مُبحراً.

وحرصاً على تعزيز أداء اليخت من حيث السرعة والفعالية، تم تزويد هذا الطراز بنظام دفع مميّز يندر وجوده في قطاع اليخوت المخصّصة لرحلات الاستجمام، ألا وهو نظام ثلاثي المحركات بمواصفات 3MTU 16V 2000 M96L. وتمّ إقران المحرّكين الخارجيين بأعمدة إدارة رئيسية مزوّدة بمراوح ذات زاوية ثابتة. أما المحرك المركزي فهو مقرون بمضخة قابلة للتوجيه من نوع كامبوا صنع شركة رولز رويس. وبفضل الوحدة المركزية، يمكن الإبحار بسرعة متدنية، والتحكم بوجهة اليخت أثناء الرحلة، وإرساء السفينة في الموانئ بديناميكية عالية.

يتيح نظام الدفع المميّز الإبحار بسرعة تقديرية كبيرة تصل إلى 26 عقدة ويوفر مجموعة واسعة من درجات سرعة الإبحار الفعالة، في مدى إبحار يصل إلى 3000 ميل بحري بسرعة 11 عقدة وأكثر من 1000 ميل بحري بسرعة 20 عقدة. وبفضل نظام الدفع هذا، سيرضي يخت مانغوستا غران سبورت مختلف مطالب المالكين الذين يبحثون عن الأداء المميّز في الرحلات البحرية الطويلة. كما تم تصميم نظام الدفع مع مراعاة قوانين البيئة، فنظام MTU M96L يمثل بصورة أفضل إلى الأنظمة البيئية الصارمة مقارنة مع نظام IMO TIER II الحالي.

وهذا العام، تحتل مجموعة أوفر مارين غروب، التي تملكها أسرة بالدوتشي ويترأسها حالياً الجيل الثاني، المرتبة السابعة في العالم في قائمة أطول السفن، إذ يصل طول يخوتها إلى 771,16 متراً (2615,11 قدماً). يُقدّر سجلّ الطلييات الشرائية الحالي لدى المجموعة بقيمة 134 مليوناً و200 ألف يورو، ومن المتوقع أن تحقق عائداًها مبلغاً وقدره 89 مليون يورو للسنة البحرية 2016/2017.

تشكّل تلك الأرقام أرباحاً ضخمة بالنسبة إلى شركة عائلية تنافسها شركات ضخمة في قطاع صناعة السفن واليخوت في أنحاء العالم، ومن بينها 3 شركات قائمة في إيطاليا تُعد من بين الأضخم. وقد نجحت الشركة العائلية في تحقيق تلك النتيجة المذهلة بفضل رؤية أسرة بالدوتشي المتمثلة في قدرتها على الحفاظ على مركزها الرائد في قطاع صناعة اليخوت الكبيرة المفتوحة وفي الوقت ذاته، استباق طلب السوق بابتكار منتجات جديدة تستجيب تماماً لمتطلبات مالكي اليخوت في أيامنا هذه.

لا شك في أنّ هذا التخطيط الاستراتيجي ساهم في تحقيق نمو استثنائي في خط يخوت مانغوستا الكبيرة المفتوحة، إلى جانب حرص الشركة على أن توفر، بصورة دائمة، مستويات أداء عالية وراحة تامة على متن اليخت وفق التقاليد، وتركيزها بصورة خاصة على نُظُم موازنة اليخت، سواء كان راسياً أو مُبحراً، والحدّ من معدل استهلاك الوقود.

إلا أنّ عوامل التطور الذي شهدها هذا الخط فرضت خطوط إنتاج جديدة بالنسبة إلى المجموعة، بما فيها خط اليخوت طويلة المدى وعلى رأسها يخت مانغوستا أوسيانو الأول بطول 42 متراً والمزوّد بثلاثة أسطح، وقد تم طرحه في معارض اليخوت الفرنسية الأخيرة ولاقى نجاحاً باهراً، بالإضافة إلى سلسلة يخوت مانغوستا غران سبورت السريعة التي تتميز بمقدّمة بصلية الشكل.

تندرج يخوت مانغوستا غران سبورت في سلسلة اليخوت السريعة التابعة للمجموعة وقد تم إطلاقها منذ سنتين كتصميم تجريبي. تجدر الإشارة هنا إلى أنّ الطراز الأول في هذه السلسلة هو يخت مانغوستا غران سبورت 54 الذي تم بيعه بالفعل ويتم حالياً بناؤه في حوض بيزا لبناء السفن. وسيتم تسليم اليخت إلى مالكة في صيف 2018. على غرار سلسلة اليخوت طويلة المدى، يحمل خط مانغوستا غران سبورت توقيع شركة ألبيرتو منتشيني لهندسة اليخوت.

كما تتجلى النتيجة في يخت رائع يتميز بسمات برفية المستوى بما فيها تفاصيل السرعة، بالإضافة إلى مدى أطول ومعدل استهلاك وقود محدود ومستوى راحة عالي جداً. كما يتميز الطراز الجديد بتصميم رائع وخطوط هندسية رياضية ويجمع بين الفخامة والجمال والأناقة. سيتمّ إنجاز اختبار اليخت في مايو 2017 على أن يُباشَر بأعمال بناء مانغوستا غران سبورت 44 في سبتمبر 2017 من أجل تسليمه لمالكة في العام 2019.

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20/3/2017

The yacht of your dreams: Mangusta Gran Sport 44 launched at Dubai Boat Show - Leisure - ArabianBusiness.com



The yacht of your dreams: Mangusta Gran Sport 44 launched at Dubai Boat Show

• Thursday, 2 March 2017 9:48 AM



The yacht of your dreams: Mangusta Gran Sport 44 launched at Dubai Boat Show



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Introducing Mangusta's latest flagship, a combination of subtle lines and performance.

The interior design is handled by Italian design stalwart Mancini, while the power is handled by 3 MTU 16V 2000 M96L engines.

The distinguishing feature of Mangusta Gran Sport 44 is the upper deck.

There is a lounge area overlooking 2 large sunbathing areas in the centre of which lies a jacuzzi which can hold up to 7 people.

(Source: CEO Middle East YouTube channel)

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Overmarine | How to compete in the market - superyachtdigest



OVERMARINE | HOW TO COMPETE IN THE MARKET

🕒 3 March 2017

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At the press conference held in Dubai during the 2017 Dubai Int. Boat Show, Overmarine Group explained the reason of its success and growth. The company owned by the Balducci family and currently led by the second generation, currently has an order book value of €134,200,000 and records for the 2016/2017 a turnover of €89,000,000 (forecast). These are considerable figures for the shipyard, considering it is a family-run business competing with real giants in the marine business. This extraordinary result has been achieved through the Balducci family's vision: its ability to maintain leadership of the Maxi Open segment whilst at the same time anticipating market demand by developing new products that meet the requirements of today's Owners perfectly.



Photo: Mangusta by Overmarine Group on FACEBOOK

This strategic planning has led to dimensional growth in the **Maxi Open Mangusta** segment, keeping on guarantying high levels of performance and onboard comfort as per tradition, but paying specific attention both to stabilisation, at anchor and underway, and limiting consumption.

However, product evolution has also involved segments which are new for the Group, like that of long range yachts, where the first 42-m three deck **Mangusta Oceano** was presented at the latest French boat shows and enjoyed huge success, and that of **Mangusta GranSport** fast yachts with bulb-shaped hulls.



Overmarine Mangusta at night. Photo: Mangusta by Overmarine Group on FACEBOOK

Mangusta GranSport is the Group's line of fast displacement yachts and was presented two years ago as a concept design. The first model is **Mangusta GranSport 54**, which has already been sold and is currently being built at the Pisa shipyard. She will be delivered to her Owner in summer 2018. This line, as the long range one, bears the signature of Alberto Mancini.

"In the automotive sector, the name GranSport means a high performance, and excellent onboard comfort. In order to study this new line we started with those very principles, adding specifically nautical-related technical features such as extensive range," declared Francesco Frediani, Group Commercial Director.



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Designer Alberto Mancini continued, "After the initial briefing, I worked on an elegant line which would immediately express a strong character combined with the purity of the Mangusta DNA. From the very first drawings, I imagined and drew a project which brings together interiors and exteriors and has them communicate with each other, using a unique design language which best expresses and indeed emphasises the typically Mediterranean and Mangusta lifestyle."

The result is a yacht which combines technical features such as speed, an extended range and limited consumption with extremely high levels of comfort. But also design, sporty lines, sophistication, beauty and elegance.

Another model of the Fast Displacement line, **Mangusta GranSport 44**, was recently presented in Miami as style and design evolution of the line. This highly luxurious yacht fully holds the right to be considered a flagship, if not for her length then for her values and features. She is an intriguing combination of exclusiveness, charming lines and performance.



The distinctive lines can be summarised in a timeless contemporary design, which has no need to shout to attract attention. She is a real beauty, and does not have to show off to be noticed. The interior design, once again bearing Mancini's signature, is impeccable and features an Italian style that is consistent with and indeed continues the external lines. The propulsion package is gritty and powerful, but also smooth and flexible when necessary.

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The Italian yard Overmarine used this week's Yachts Miami Beach boat show to announce the latest model in its fast displacement range, the Mangusta GranSport 44. What started as a concept design two years ago is a growing fast-displacement series.

Measuring 144'7" (44.1 meters), the new model joins the GranSport 54, which is set for delivery next summer. Construction is not yet underway on the 44, since model tank tests are ongoing. Francesco Frediani, group commercial director, says the first aluminum frames are set for assembly in September. That should permit the Mangusta GranSport 44 to be in an owner's hands in 2019. Bearing a 28'2" (8.6-meter) beam, hull number one is available for sale.

Styled inside and out by Alberto Mancini and featuring naval architecture by Ausonio, this 44.1 metre all-aluminium yacht is currently undergoing tank testing.

Alberto Mancini, who also penned the lines of the 54, wanted the 44 to reflect the typical Mediterranean cruising lifestyle. This puts an emphasis on alfresco areas, of course. But, a virtual connection between interior and exterior areas is equally important. One key example is the upper-deck lounge. It opens out aft to a seating area, plus has views out to more lounging space forward. Indeed, this foredeck spot should be popular all day. A large U-shape settee accompanies two sunpads, plus a hot tub for a small crowd. Furthermore, the hot tub has a waterfall edge. The water flows down forward over three skylights, which illuminate the master head.

Accommodation is for ten guests and seven crew members, and while no interior renderings have been released as yet, the yard adds that the decor will be consistent with the timeless exterior profile.

Power will come from a triple 2,600hp MTU 16V2000 M96L set up, coupled to a steerable Rolls Royce Kamewa waterjet for a top speed of 26 knots. In keeping with the GranSport tradition, the 44 boasts a highly efficient hull shape that allows for a maximum cruising Range should be 3,000 nautical miles at 11 knots. In addition, the

shipyard anticipates a still-respectable 1,000 nautical miles at 20 knots. All of this comes with a triple-MTU propulsion package, along with a KaMeWa waterjet coupled to the central engine.

Other projects currently under development at the Italian yard include the flagship Overmarine Mangusta GranSport 54, which is due to hit the water next year.



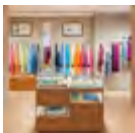
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Michael Verdon

March 15, 2017

The **Mangusta GranSport 44** yacht was one of the most noteworthy debuts at this year's boat shows in Miami, with designer Alberto Mancini and Overmarine commercial director Francesco Frediani speaking at length about the second model in the new fast-displacement series. Mancini said he wanted to create a yacht for the "typical Mediterranean cruising lifestyle," though its open exterior and 7-foot 2-inch draft would work also well in more tropical, remote waters like the Western Caribbean or islands of the South Pacific.

Mancini also designed the GranSport 54 that is scheduled to for delivery in 2019. While the 44 shares the "timeless, contemporary design" that epitomizes most Mangusta models, it is leaps and bounds ahead of just about any 150-footer in usable exterior space. The beach club, for instance, measures about 807 walkable square feet, a space more common on a

The master suite also has opening terraces along the sides, and as a beautiful bonus, the Jacuzzi's waterfall flows over the master head's skylight. "We wanted the 44's exterior to communicate with the interior wherever it could," noted Mancini.



Like its GranSport 54 sibling, the 44's other distinguishing factor is its fast-displacement hull. It is designed to deliver an impressive 26-knot top end with triple 2,600 hp MTU engines connected to a Kamewa waterjet. Besides adding several knots at top speed, the Kamewa also allows the boat to remain fixed in place, much like a GPS station-keeping feature. That's a major asset for remote cruising grounds where setting an anchor in a coral reef or other protected area can be a bad idea. The fast-displacement hull also delivers a range of 3,000 miles at 20 knots.

With its 28-foot 2-inch beam, the new GranSport has a sizable interior with a full-beam master suite, two VIP staterooms, and two twins. There are crew quarters for seven. Its 7-foot 2-inch draft allows it to visit shallower cruising grounds like the Bahamas. The expected delivery date is 2019. (overmarine.com)

► Boats and Yachts ► Mangusta

20/3/2017

Mangusta Gransport 44: lusso e performance - Top Yacht Design

(<http://top-yachtdesign.com/wp-content/uploads/2017/03/MGS44-2.jpg>)



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Mangusta Gransport 44: lusso e performance

Overmarine Group (<http://www.overmarine.it>), di proprietà della famiglia Balducci oggi alla seconda generazione, quest'anno ha raggiunto il 7° posto nel mondo per lunghezza di yacht costruiti per complessivi 771,16 metri (2615,11 ft). L'attuale portafoglio ordini è €134.200.000 con un fatturato previsto per l'anno nautico in corso 2016/17 di €89.000.000.

Numeri importanti per un'azienda di famiglia che si trova a competere con veri e propri colossi nel mondo della nautica, di cui i tre più grandi proprio in Italia. Un risultato straordinario ottenuto grazie alla capacità della famiglia Balducci di mantenere la propria leadership nel segmento dei Maxi Open e nello stesso tempo, di anticipare il mercato creando nuovi prodotti che incontrano le esigenze degli armatori di oggi.

Quest'azione di pianificazione strategica ha portato ad una crescita dimensionale nel segmento Maxi Open Mangusta, garantendo prestazioni elevate e comfort di bordo come da tradizione, ma con una specifica attenzione alla stabilizzazione all'ancora e under way ed al contenimento dei consumi.

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Mangusta Gransport 44: lusso e performance - Top Yacht Design



(<http://top-yachtdesign.com/wp-content/uploads/2017/03/MGS44-1.jpg>)

Ma l'evoluzione del prodotto ha coinvolto anche segmenti nuovi per il Gruppo, come quello delle navi a lunga percorrenza, che ha visto il primo tre ponti di 42 metri a marchio Mangusta Oceano presentato agli scorsi saloni francesi dove ha riscosso grande successo, e come quello delle imbarcazioni a bulbo veloci a marchio Mangusta GranSport.

Mangusta GranSport è la linea di yacht fast displacement del Gruppo che è stata presentata due anni fa come concept design. Il primo modello è il Mangusta GranSport 54, già venduto, che è attualmente in costruzione nel cantiere di Pisa con consegna Estate 2018. La linea porta la firma di **Alberto Mancini**.
(<http://www.amyachtdesign.com>)



(<http://top-yachtdesign.com/wp-content/uploads/2017/03/MGS44-3.jpg>)

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"Nell'automotive il nome GranSport significa prestazioni elevate e massimo comfort di bordo. Per studiare questa nuova linea siamo partiti proprio da questi principi, aggiungendo poi caratteristiche tecniche marine come l'ampia autonomia" dichiara Francesco Frediani, direttore commerciale del Gruppo.

Continua il designer Alberto Mancini, *"Dopo il brief iniziale, ho lavorato ad una linea elegante che esprimesse subito un forte carattere unito alla purezza del dna Mangusta. Ho immaginato e schizzato sin dai primi bozzetti un progetto che unisce e fa comunicare esterni con interni, con un linguaggio di design unico che esprime al meglio ed enfatizza lo stile di vita mediterraneo tipicamente Mangusta."*

Il risultato è un'imbarcazione che combina caratteristiche tecniche come velocità, estesa autonomia e consumi contenuti con un elevatissimo confort. Ma anche design, linee sportive, raffinatezza, bellezza ed eleganza.

E' appena stato presentato a Miami e a Dubai un altro modello della linea Fast Displacement, il **Mangusta GranSport 44**, evoluzione stilistica e progettuale della linea.



(<http://top-yachtdesign.com/wp-content/uploads/2017/03/MGS44-2.jpg>)

Un'imbarcazione di estremo lusso che può di diritto essere considerata un'ammiraglia, se non per lunghezza, per valori e caratteristiche. Un insieme intrigante di esclusività, charme di linee e performance.

I tratti distintivi si possono riassumere in: design contemporaneo, sobrio, che non urla per avere attenzione. Una vera bellezza che non ha bisogno di ostentare per apparire. Interior design, sempre a firma

di Mancini, impeccabile, in stile italiano, consistente ed in continuità con le linee esterne. Pacchetto propulsivo grintoso, potente ma anche tranquillo e flessibile se richiesto.

Elemento caratterizzante del Mangusta Gran Sport 44 è l'upper deck, un'area in cui il concetto di lifestyle, inteso come esperienza di vita a bordo, trova la sua massima espressione: il salotto centrale comunica in due direzioni, sia con la poppa attraverso grandi porte vetrate scorrevoli, sia con il sunbridge di prua dove si trova una zona lounge che si affaccia su 2 grandi prendisole al cui centro è posizionata una vera e propria vasca idromassaggio per 7 persone. L'acqua continua verso prua creando una cascata d'acqua che scende fino al ponte del tonnage, mentre tre grandi skylight subacquei diramano la luce solare nel bagno armatoriale sottostante.



(<http://top-yachtdesign.com/wp-content/uploads/2017/03/MGS44-5.jpg>)

Altro tratto fortemente distintivo è la beach area di poppa, dove il contatto con il mare è enfatizzato al massimo attraverso ben 3 piattaforme, tutte comunicanti tra loro: 1 estensibile a poppa, e 2 terrazze che ruotano dalle murate laterali dello scafo, ottenendo così ben 75 metri quadri calpestabili.

Da un punto di vista più tecnico, il Mangusta GranSport 44 ha una carena dislocante veloce che è stata progettata, così come per il 54 metri, dall'ing. Ausonio, uno dei più rinomati architetti navali, insieme all'Ufficio Tecnico del Gruppo. E' a bulbo, con linee filanti così da offrire la massima efficienza e performance. Fin dall'inizio della progettazione, grande attenzione è stata data alla tenuta di mare ed al benessere di bordo: il Mangusta GranSport 44 è equipaggiato con

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stabilizzatori elettrici a pinna che garantiscono una più alta risposta rispetto agli altri sistemi esistenti, massimizzando il comfort in navigazione e all'ancora.



(<http://top-yachtdesign.com/wp-content/uploads/2017/03/MGS44-4.jpg>)

Sempre nell'ottica di aumentare le performance (velocità ed efficienza), questo modello ha un pacchetto propulsivo speciale, raro nel panorama delle imbarcazioni da diporto: 3 motori MTU 16V 2000 M96L con i due motori esterni abbinati a linee d'asse con eliche a passo fisso mentre il motore centrale è abbinato ad un idrogetto Roll Royce (Kamewa) manovrabile. L'unità centrale permetterà la navigazione a basse velocità, manovrabilità in crociera ed in porto e dynamic positioning.

Questo pacchetto permette una velocità massima prevista di 26 nodi ed un ampio raggio di velocità di crociera efficienti con un'autonomia fino a 3000 miglia ad 11 nodi e sopra le 1000 miglia a 20 nodi. Grazie a questa propulsione, il Mangusta GranSport può soddisfare quell'Armatore che cerca le alte prestazioni nelle lunghe percorrenze. Il pacchetto è anche stato studiato tenendo presente l'ambiente, considerando che gli M96L della MTU incontrano regole più restrittive che gli attuali IMO TIER II.

I tank test saranno completati a maggio mentre il taglio della lamiera è previsto a settembre 2017 per consegna nel 2019.

TAGS

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يخت مانغوستا غرانسبورت 44 ... ابتكار جديد يجمع بين الفخامة والأناقة والأداء المميز

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احتفلت مجموعة ديلهاى غريغوري غروب ("DGG")، وهي الممثل الرسمي لمجموعة أوفر مارين غروب Overmarine Group في دول مجلس التعاون الخليجي، بفعالية حصرية في صالة ذا بالاس في فندق وان أند أونلي رويال ميراج في دبي، من أجل الإعلان عن إطلاق الإصدار الأحدث في سلسلة يخوت مانغوستا أمام حشد إعلامي بارز ونخبة من أشهر كبار الشخصيات في المنطقة.

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Syyaha – يخت مانغوستا غرانسبورت 44... ابتكار جديد يجمع بين الفخامة والأناقة والأداء المميز

وفي هذا السياق، يؤكد السيد غريغوري ديلهاي، وهو رئيس مجلس إدارة مجموعة ديلهاي غريغوري غروب، قائلاً: "إنني فخور ومسرور للغاية لإطلاق يخت غران سبورت 44 في دول مجلس التعاون الخليجي، وهو الطراز الجديد في سلسلة مانغوستا. ولطالما حرصت مجموعة أوفر مارين غروب على ابتكار تصاميم يختات تلبي مختلف الاحتياجات والرغبات والأحلام. ويمثل هذا الطراز الأحدث في مجموعة اليخوت السريعة الذي نطلقه حصرياً في المنطقة، التصميم والأسلوب الأكثر تطوراً في السلسلة".

وبدون شك، يُعد مانغوستا غران سبورت 44 الفخم جداً يختاً بارزاً بكل ما للكلمة من معنى، فإن لم يكن من حيث الطول، فأقله من حيث القيمة والسماة التي يتمتع بها اليخت. فاليخت يجمع بين الفخامة الاستثنائية والخطوط الهندسية الأنيقة والأداء المميز.

ويمكن تلخيص تصميم اليخت المميز بأنه عصري إنما كلاسيكي أي لا يحتاج إلى أي تفاصيل أخرى للفت الأنظار. وبالفعل، يجسد غران سبورت 44 مفهوم الجمال الحقيقي ولا يحتاج إلى أي بهرجة لخطف الأنظار. على صعيد التصميم الداخلي، فهو بتوقيع شركة "منتشيني" التي حرصت على تقديم ديكور رائع يتميز بلمسات إيطالية متناغمة مع التصميم الخارجي. أما نظام الدفع فيمكن وصفه بالجبار والفعال، ولكنه أيضاً يتسم بالنعومة والمرونة وقت الضرورة.

وهنا، يصرح فرانشيسكو فريدياني، وهو المدير التجاري في المجموعة، قائلاً: "في قطاع السيارات، يرمز اسم غران سبورت إلى الأداء العالي والراحة المطلقة على متنه. فلغايات دراسة هذا الخط الجديد، اعتمدنا على تلك المبادئ بالضبط، وأضفنا على وجه التحديد، السماة الفنية الخاصة بالسفن البحرية بما فيها المدى الأطول".

وبدوره، يضيف المهندس ألبيرتو منتشيني: "بعد تزويدي بملخص أولي عن المشروع، سعت إلى ابتكار تصميم أنيق يرمز بوضوح إلى الهوية بالتماسي مع هوية مانغوستا العريقة. وفور إطلاعي على الرسوم الأولى، تخيلت وشرعت في رسم مشروع يتميز بتصميم داخلي وخارجي منسجمين ومتراطين بالفعل، واستندت لتلك الغاية إلى لغة تصميم فريدة تجسد بالصورة الأفضل لا بل تركز على أسلوب الحياة النموذجي الذي تمثله علامة مانغوستا ومنطقة البحر الأبيض المتوسط".

لا يمكن إنكار أنّ السمة الأبرز في تصميم مانغوستا غران سبورت 44، تتبلور في سطح السفينة العلوي، وهو مساحة تعبر أفضل تعبير عن مفهوم أسلوب الحياة الفخم الذي يعد بتجربة استثنائية على متن اليخت. يُفضي الصالون في وسط اليخت إلى اتجاهين، الأول نحو مؤخرة السفينة عبر بابين كبيرين منزلقين من الزجاج، والثاني نحو سطح التسمّر في مقدمة اليخت حيث قاعة الاستجمام المطلّة على منطقتين فسحيتين للتسمّر وفي وسطهما حوض جاكوزي يسع 7 أشخاصاً. تتدفق مياه الجاكوزي باتجاه مقدمة اليخت على شكل شلال يصب في السطح السفلي، فيما تنتج 3 مناوّر ضخمة في قعر حوض الجاكوزي دخول نور الشمس إلى غرفة الحمام في الجناح الرئيسي للمالك في الطابق السفلي.

أما السمة الأخرى البارزة جداً، فتتمثل بمساحة إضافية فوق سطح البحر في مؤخرة اليخت، متبجّة بذلك الاحتكاك بسطح البحر عبر 3 منصّات رائعة، وإحداها كناية عن باب في مؤخرة السفينة يفتح على شكل منصّة تلامس مياه البحر، بالإضافة إلى جدارين على جانبي بدن اليخت يمكن تحويلهما إلى شرفتين فسحيتين تصل مساحتهما إلى 75 متراً مربعاً حيث يمكن السير.

وبالانتقال إلى تفاصيل أكثر تقنية، يتميز يخت مانغوستا غران سبورت 44 ببدين مثالي للسرعة صمّمته شركة أوسونيو الرائدة في هندسة اليخوت بالتعاون مع المكتب التقني في المجموعة، وهي قد تولّت أيضاً هندسة الطراز 54 من السلسلة ذاتها. يتسم بدن اليخت بمقّمة بصليّة الشكل وتخلله خطوط هندسية فخمة، فيجمع تصميمه بين الفعالية القصوى والأداء الأفضل. وارتكزت الخطوة الأولى في التصميم بصورة أساسية، على توازن اليخت وراحة الركاب على متنه. لذلك، تم تجهيز مانغوستا غران سبورت 44 بنظام موازنة زعنفية كهربائية للحفاظ على توازن اليخت، وهو يتيح بالتالي ثباتاً أفضل مقارنة مع باقي أجهزة التوازن المتوافرة، بما يعزز راحة الركاب القصوى سواء كان اليخت راسياً أو مُبحراً.



وحرصاً على تعزيز أداء اليخت من حيث السرعة والفعالية، تم تزويد هذا الطراز بنظام دفع مميز يندر وجوده في قطاع اليخوت المخصّصة لرحلات الاستجمام، ألا وهو نظام ثلاثي المحركات بمواصفات 3MTU 16V 2000 M96L. وتم إقران المحركين الخارجيين بأعمدة إدارة رئيسية مزودة بمراوح ذات زاوية ثابتة. أما المحرك المركزي فهو مفرون بمضخة قابلة للتوجيه من نوع كامبوا صنع شركة رولز رويس. ويفضل الوحدة المركزية، يمكن الإبحار بسرعة متدنية، والتحكم بوجهة اليخت أثناء الرحلة، وإرساء السفينة في الموانئ بدنياميكية عالية.

يتيح نظام الدفع المميز الإبحار بسرعة تقديرية كبيرة تصل إلى 26 عقدة ويوفر مجموعة واسعة من درجات سرعة الإبحار الفعالة، في مدى إبحار يصل إلى 3000 ميل بحري بسرعة 11 عقدة وأكثر من 1000 ميل بحري بسرعة 20 عقدة. وبفضل نظام الدفع هذا، سيرضي يخت مانغوستا غران سيورت مختلف مطالب المالكين الذين يبحثون عن الأداء المتميز في الرحلات البحرية الطويلة. كما تم تصميم نظام الدفع مع مراعاة قوانين البيئة، فنظام MTU M96L يمثل بصورة أفضل إلى الأنظمة البيئية الصارمة مقارنة مع نظام IMO TIER II الحالي.

وهذا العام، تحتل مجموعة أوفر مارين غروب، التي تملكها أسرة بالدوتشي وينزاسها حالياً الجيل الثاني، المرتبة السابعة في العالم في قائمة أطول السفن، إذ يصل طول يحوتها إلى 771,16 متراً (2615,11 قدماً). يُقدّر سجل الطلبات الشرائية الحالي لدى المجموعة بقيمة 134 مليوناً و200 ألف يورو، ومن المتوقع أن تحقق عائداتها مبلغاً وقدره 89 مليون يورو للسنة البحرية 2017/2016.

تشكل تلك الأرقام أرباحاً ضخمة بالنسبة إلى شركة عائلية تتنافسها شركات ضخمة في قطاع صناعة السفن واليخوت في أنحاء العالم، ومن بينها 3 شركات قائمة في إيطاليا تُعد من بين الأضخم. وقد نجحت الشركة العائلية في تحقيق تلك النتيجة المذهلة بفضل رؤية أسرة بالدوتشي المتمثلة في قدرتها على الحفاظ على مركزها الرائد في قطاع صناعة اليخوت الكبيرة المفتوحة وفي الوقت ذاته، استباق طلب السوق بابتكار منتجات جديدة تستجيب تماماً لمتطلبات مالكي اليخوت في أيامنا هذه.

لا شك في أنّ هذا التخطيط الاستراتيجي ساهم في تحقيق نمو استثنائي في خط يخوت مانغوستا الكبيرة المفتوحة، إلى جانب حرص الشركة على أن توفر، بصورة دائمة، مستويات أداء عالية وراحة تامة على متن اليخت وفق التقاليد، وتركيزها بصورة خاصة على نُظم موازنة اليخت، سواء كان راسياً أو مُبحراً، والحد من معدل استهلاك الوقود.

إلا أنّ عوامل التطور الذي شهدها هذا الخط فرضت خطوط إنتاج جديدة بالنسبة إلى المجموعة، بما فيها خط اليخوت طويلة المدى وعلى رأسها يخت مانغوستا أوسيانو الأول بطول 42 متراً والمزود بثلاثة أسطح، وقد تم طرحه في معارض اليخوت الفرنسية الأخيرة ولاقي نجاحاً باهراً، بالإضافة إلى سلسلة يخوت مانغوستا غران سيورت السريعة التي تتميز بمقمة بصليّة الشكل.

تندرج يخوت مانغوستا غران سيورت في سلسلة اليخوت السريعة التابعة للمجموعة وقد تم إطلاقها منذ سنتين كتصميم تجريبي. تجدر الإشارة هنا إلى أنّ الطراز الأول في هذه السلسلة هو يخت مانغوستا غران سيورت 54 الذي تم بيعه بالفعل ويتم حالياً بناؤه في حوض بيزا لبناء السفن. وسيتم تسليم اليخت إلى مالكه في صيف 2018. على غرار سلسلة اليخوت طويلة المدى، يحمل خط مانغوستا غران سيورت توقيع شركة ألبيرتو منتشيني لهندسة اليخوت.

كما تتجلى النتيجة في يخت رائع يتميز بسمات تقنية رفيعة المستوى بما فيها تفاصيل السرعة، بالإضافة إلى مدى أطول ومعدل استهلاك وقود محدود ومستوى راحة عالٍ جداً. كما يتميز الطراز الجديد بتصميم رائع وخطوط هندسية رياضية ويجمع بين الفخامة والجمال والأناقة.

سيتم إنجاز اختبار اليخت في مايو 2017 على أن يُبأشر بأعمال بناء مانغوستا غران سيورت 44 في سبتمبر 2017 من أجل تسليمه لمالكه في العام 2019.

(<http://www.mangusta.ae/>) (<http://www.mangusta.ae/>)

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Charl van Rooy

Editor

24 March 2017, 11:15:00

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Overmarine prepares for GranSport 44 keel laying



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During last month's Yachts Miami Beach show, Italian yacht builder, Overmarine announced that it will be extending its GranSport line of fast displacement yachts with a new 44-metre version. The first unit in the range, the 54-metre model, has already been sold to a client and is currently under construction in Pisa where it will be completed in time for the 2018 summer season.



(/default/assets/Image/Design/2017-03-mangustagransport/2017-03-magusta.jpg)

The GranSport 44 is designed by Alberto Mancini as an elegant yet sporty yacht with low-key styling tones that draw the eye aft to her open deck spaces in part of the yacht. The outdoor yachting lifestyle was used as inspiration and the expansive upper deck is a testament to this approach. Another key exterior feature is the three way-opening beach club with its extendable swim platform and range of comfortable amenities.



(/default/assets/Image/Design/2017-03-mangustagransport/2017-03-magusta-1.jpg)

Mancini's automotive background is evident throughout the yacht, and this performance theme is carried on by engineer Ausonio together with the Group's Technical Office who designed an efficient bulb-shaped hull. Paired with three MTU 2000 M96L engines connected to two outer fixed-pitch propellers and a central waterjet, the *GranSport 44* will be able to reach a top speed of 26 knots. A range of 3,000 nm can be reached cruising at 11 knots.



(/default/assets/Image/Design/2017-03-mangustagransport/2017-03-magusta-2.jpg)

The shipyard reports that final tank tests are currently being performed and the keel laying of the project will take place in September this year, putting the expected delivery date at some time in 2019.



(/default/assets/Image/Design/2017-03-mangustagransport/2017-03-magusta-3.jpg)

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ПУСТЬ ИДЕТ



*Overmarine пробует
что-то новое
со своей первой
водоизмещающей
яхтой Namaste,
махнувшись
скоростью ради
пространства*







Namaste в индийской философии означает что-то вроде «склоняюсь перед божественной сущностью, заключенной в тебе».

В более общем смысле это способ признать единство и взаимосвязь. У Альберто Манчини, который придумал концепт Mangusta Oceano 42 для итальянской верфи Overmarine в 2013 году, не было никакой возможности узнать, что первая модель будет называться *Namaste*. Однако принципы его дизайна оказались близки владельцам, возможно, из-за взаимосвязи между внутренней отделкой и внешним обликом, которую он подчеркивает, и из-за всепроникающего света.

Владельцы – яростные адепты приватности, но известно, что им действительно понравилась предложенная молодым дизайнером трактовка этой роскошной трехпалубной яхты, первой, которую продал Overmarine. По словам сотрудницы пресс-службы компании Изабеллы Пикко, они влюбились в Mangusta Oceano 42, как только увидели рекламную брошюру.

Теперь, когда у верфи появился клиент для первой Oceano, все, что нужно было сделать, это воплотить красивый замысел в действующую яхту. Было несколько вещей, с которыми надо было

работать, а именно: окна на двери транца, большие объемы раздвижных стекол на главной палубе и многочисленные световые люки на всех палубах, а еще находящийся на передней палубе 3 700-литровый «бесконечный» бассейн с соленой или пресной водой с каскадным эффектом. Ей предстояло стать первой алюминиево-стальной и водоизмещающей яхтой на Overmarine.

Семейная верфь, которая появилась в Виареджо в 1985 году, соединяет в себе две любопытные черты: она может быть инновационной (разумеется, технологически продвинутой), но и консервативной. Изменения происходят тут медленно. Overmarine привлекает клиентов своими роскошными и изысканно отделанными круизерами в диапазоне от 22-х до 50 метров и потихоньку развивает разработанную Стефано Ригини линейку путем тонких настроек: чуть крупнее иллюминаторы, больше застекленных поверхностей, интегрированные сандеки. В общем, все это перемены, которые могут ускользнуть от внимания случайных наблюдателей. 49,9-метровая *Moonraker*, спущенная на воду в 2014 году, была обозначена как 165E, как модель в развитии. Равно и новая трехпалубная *Oceano 42*, пусть и не революционная, является важным шагом для Overmarine во многих направлениях.

Вверху: впечатляющий пляжный клуб оснащен барной зоной



Альберто Манчини разработал Namaste внутри и снаружи. В салоне (слева) контрастируют шелковый ковер от Ralph Lauren с нубуком, стеклом и нержавеющей сталью. Справа: в мастер-свите и на балконе дубовый паркет от Luxury Wood Italy

Когда итальянская верфь представила свой концепт в Монако в 2014 году, заманчивая яхта вызвала положительный отклик. Но были и вопросы относительно того, возможно ли построить столь сложную лодку и обеспечить на ней тот уровень роскоши, который характеризует линейку быстроходных суперяхт от Overmarine. Ответом на все эти сомнения было оглушительное «да». Спущенная на воду в июне 2016 года и представленная в Каннах и Монако в сентябре первая Mangusta Oceano 42 уже начала собирать призы.

Манчини изначально подступил к Overmarine с идеей новой прогулочной лодки. Распознав «верную руку» у Манчини, корабли попросили его разработать 42-метровую водоизмещающую яхту, которая бы сохранила некоторые из черт успешной «открытой» серии, но на другой платформе. Верфь хотела расширить свое предложение, чтобы привлечь клиентов, заинтересованных в более непринужденном отдыхе на борту лодки, чтобы уйти подальше и сделать это не спеша.

По словам Маурицио Бальдуччи, генерального директора Overmarine, новая яхта предназначена для людей, которые «хотят провести много времени путешествуя, но при этом не жертвуя красотами дизайна, комфортом и технологиями последнего поколения».

Манчини изучал транспортный дизайн в Турине, где изучают не только практическую сторону проектирования, но и все важнейшие маркетинговые и коммерческие стратегии. По окончании университета он работал с Officina Italiana Design (тесно связанной с Riva), Кеном Фрейвохом, Nuvolari Lenard и Team For Design, прежде чем создать свою собственную компанию – AM Yacht Design – в 2009 году, когда ему было всего 30 лет. Прежде всего, он известен своим сотрудничеством с принадлежащей австрийцу передовой яхтостроительной верфью Dominator, где ведется работа над известным проектом *Illumen*, на котором освещение также является центральной темой.

Он и его коллеги разработали все, что есть на борту – от спортивного и рельефного экстерьера до интерьера, мебели и сделанного на заказ тендера *Daniel*. «Маурицио Бальдуччи дал мне чистый лист, – говорит он. – С самого начала это был очень интересный проект». Как он утверждает, он не был уверен в том, что все его идеи будут приняты, в том числе и окна в двери пляжного клуба / транца, и обтекаемая и покрытая нубуком консоль в верхнем салоне. «Я думаю, что Overmarine сделал ее лучше, чем я спроектировал», – заявляет он. Что касается окон в транце, то верфь восприняла их, трансформировав более мелкие квадратные окна в крупные



прямоугольные, и это большой плюс для яхты. Стильный пляжный клуб со спроектированным Манчини баром и полотенцехранилищем является зоной наслаждений в вечернее время, когда дверь опущена вниз. Подводное освещение привлекает рыб, и волны подхватывают и проектируют свет на протяжении всего пляжного клуба. На крейсерском ходу сквозь шесть окон открывается вид на пенистый след, взбитый гребными винтами.

Большая часть работы была сделана на верфи – от нержавеющей стали до мебели. Верфь, как правило, работает с одними и теми же поставщиками и субподрядчиками, чтобы гарантировать согласованность работ и сохранить контроль над конечным продуктом. Например, манипуляции с электрикой и электроникой осуществляются вместе с итальянскими поставщиками. Когда дело доходит до интерьеров, Overmarine неподражаем. Дэвид Биготти, дизайнер в отделе интерьеров Overmarine, работал в тесной кооперации с Манчини и владельцами, чтобы отточить все замысловатые детали яхты.

Элегантность декора проистекает от баланса и симметрии. Везде, где есть тепло, есть и холод. Мягкие материалы, такие как нубук и шелк-сырец, используются со стеклом и нержавеющей сталью. Освещение, как естественное, так и светодиодное, сообщает дизайну новое измерение. Мрамор и де-

рево дополняют друг друга, когда золотистый шпон перекликается с прожилками в мраморе. Манчини утверждает, что он был вдохновлен образом старого багажа, но ничто на лодке не является чисто декоративным элементом. За раздвигающимися с беззвучной плавностью дверями главного салона по правому борту находятся два свободно стоящих красивых объекта, обитых кожей с деталями из нержавеющей стали. Они скрывают блок кондиционирования воздуха, небольшую раковину и кулер для обслуживания открытой гостиной. «Все было продумано с точки зрения эстетики, но не упущена из виду и функциональность», – утверждает Пикко.

Планировка довольно обычная, но элементы дизайна оживляют и разнообразят привычные пространства. Отличительными чертами на главной палубе являются большие окна, поставляемые итальянской фирмой Isoclima и обрамляющие главный салон и столовую. Спереди по правому борту находится уютное лобби, а дальше, за офисом с гостиной, – люкс владельца. В убранстве смешиваются минералы и бархатистые участки кремового бамбукового ковра и шелка-сырца. В ванной темный мрамор эрамоза проглядывает сквозь стеклянные панели. На световом окне струятся танцующие ручейки из детского бассейна наверху и своими отблесками испещряют огромную ванную комнату.

Namaste – это частная яхта, поэтому каждой гостевой каюте придан особый облик в большей мере, чем на charterной лодке. Их четыре: Бодрум, Сан-Тропе, Маврикий и Бергама (некогда Пергамское царство). «Мы учли культурные особенности и цвета каждой из этих областей», – говорит Манчини.

В каюте «Маврикий» вертикальный сад (скрывающий аварийный выход) и подсвеченные горизонтальные деревянные планки, которые позволяют солнцу проглядывать сквозь их решетку. Морской синий преобладает в каюте «Сан-Тропе», украшенной обоями с парусными лодками от Hermès и полом из тикового дерева. Краны из белого фарфора Faubourg от THG в ванной комнате надписаны по-французски. У «Бодрума» заметные стены, покрытые красками цвета песка, моря и неба, полученными от тexasской Kyle Bunting, мозаиками от Sicis и мрамором Striato Olimpo в душевой. Устремленность вверх и теплые оттенки охры (оранжевый от Hermès) отличают «Бергаму». Лоскутная ткань на стене напоминает о храме Телесфора с его квадратными камнями и вертикальными конструкциями.

Обои от Hermès создают иллюзию книжного шкафа на лестничной клетке по пути в верхний салон. По желанию владельца это неофициальное пространство с низкими диванами, специально созданными Манчини из черного дерева и шелка-сырца, оборудовано окнами меньшего размера, потому что служит кинотеатром. На корме и по другую сторону больших стеклянных дверей находятся столовая со столом, который по духу и виду соответствует столу в обеденной гостиной, низкие сидения и скрытая беговая дорожка. Еще один лестничный пролет ведет на сандек, разделенный на открытое и притененное пространства. Под хардтопом – более формальная столовая зона, а на открытом воздухе – обычный уголок для завтрака или обеда. Большая часть наружной мебели, включая специально разработанные и изготовленные для этой яхты стулья, принадлежат Паоле Ленти.

Поражающий эффект на *Namaste* производит открытая зона отдыха спереди от мостика. Удобная развернутая лицом вперед скамейка с видом на

неглубокий бассейн, который, кажется, ниспадает каскадом на носовую палубу, где главными достопримечательностями являются два брашпиля и колокол из глянцевой стали. Два больших лежака как будто плавают на ее поверхности, словно кувшинки, обрамляющие центральный проход, который ведет к неглубокой ванне, созданной стеклянной стеной. Когда море спокойно, тут можно предаться созерцанию и релаксации.

Планировка позволяет экипажу добраться до сандека, минуя гостевые зоны. Команда пользуется довольно большой окрашенной в светлые тона кают-компанией, которая соединена с прачечной и тремя двухместными каютами. Каюта капитана находится рядом с рулевой рубкой. Overmarine не скрывает свои посты управления, бросающиеся в глаза на главной палубе в открытой серии верфи. Здесь верфь создала очень привлекательную рулевую рубку с потолком из серой и грифельной Alcantara и паркетным полом. Консоль, обитая Alcantara и темной кожей, выдвинута и оснащена плоскими навигационными и информационными экранами, которые получают данные с разных камер. Капитану и гостю, сидящим в черно-красных кожаных креслах, открывается прекрасный вид сквозь вертикальные окна. Крыльевые станции, покрытые плексигласом, обеспечивают хороший боковой обзор для маневрирования на крутых поворотах.

Для того чтобы упрочить безмятежность, которую источает декор интерьера, верфь использовала повсюду плавающие полы. Все панели могут быть легко удалены для технического обслуживания или переоснащения. Вторая Oceano 42 была продана и, как ожидается, будет спущена на воду в этом году.

Overmarine недавно также объявила о продаже своей новой флагманской надежды, 54-метровой водоизмещающей яхты GranSport, разработанной внутри и снаружи Манчини. В центре GranSport – игра света в проточном бассейне. Путь в будущее для семейной верфи, кажется, ясен: строить красивые, элегантные и спортивные яхты независимо от того, сколь быстро или насколько далеко хотят уйти их владельцы. ■

Полная длина 41,4 м
Длина по ватерлинии 36,7 м
Ширина 8,7 м
Осадка (с полной загрузкой) 2,5 м
Валовой тоннаж 440 регистровых т
Двигатели 2 x 1 450 л. с.
12 B 2000 M72 MTU

Скорость максимальная/ крейсерская 15 / 11 узлов
Дальность хода на скорости 11 узлов 5 279 морских миль
Генераторы 2 x 99 кВт Kohler
Запас топлива 64 196 л
Запас пресной воды 13 000 л
Тендеры 1 x сделанный на заказ Driel 5

Владельцы / гости 12
Команда 7
Конструкция стальной корпус, алюминиевая надстройка
Классификация ABC A1, (E), Yachting Service, AMS; MCA соответствие
Морская архитектура Overmarine / Studio Ausonio

Дизайн экстерьера Альберто Манчини / Overmarine Group
Дизайн интерьера Альберто Манчини / Overmarine Group
Верфь / год Overmarine / 2016
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СПЕЦИФИКАЦИЯ

NAMASTE

OVERMARINE

Сандек

Верхняя палуба

Главная палуба

Нижняя палуба

Фактор поражения:
открытый салон
перед мостиком
оснащен бассейном
и лежаками

Световое шоу:
бассейн сверху
бросает волнистые
отсветы в ванную
комнату
владельца

Еда под небом:
сандек включает
столовую
и неформальную зону
для завтрака

Звезда экрана:
в верхнем салоне
окна меньшего
размера, так как он
служит кинотеатром

Задний вид:
в двери транца
шесть прямоугольных
окон

SUPERYACHT REPORT





Mangusta Oceano 42

The Oceano 42 is a change of direction for Mangusta, created for an owner in search of the perfect family cruising yacht. Paul Ashton

PHOTOGRAPHS / MAURIZIO PARADISI



SUPERYACHT REPORT

You know what you're getting with a Mangusta – stellar performance, athletic styling, and a yacht with plenty of open deck space from where you can enjoy your days on board. Or at least you knew until June last year, when the Mangusta Oceano 42 was launched. This 42-metre steel-and-aluminium displacement yacht is a bold statement of intent from a yard that has cornered the market in 'maxi open' yachts but is now also offering a distinctly different style of cruising yacht, where the main aim isn't to get to your destination as quickly as possible.

The initial renderings for the Oceano range were unveiled in 2013, and the yard soon entered into discussions with a client who was searching for a private family cruising yacht. "He knew the Mangusta name well. He appreciated the Mangusta range for its quality but he was not so keen on open-style yachts. When he saw the renderings of the Mangusta Oceano 42, he was immediately attracted: it was a concept that made much more sense for him and his family. She was the boat of his dreams!" says Francesco Frediani, commercial director at Mangusta.

It was the job of long-time designer of the Mangusta range, Alberto Mancini, to come up with the new renderings for the displacement yacht, but a key part of the brief was not to discard the heritage of the brand, which had been carefully nurtured over two decades. "The Balducci family [owners of Mangusta's parent, the Overmarine Group] had a three-deck yacht with a strong Mangusta identity in mind. It was certainly not an easy yacht to develop. I'm most proud of the fact that I was able to convey the idea of a displacement yacht that still has the sporty DNA of a shipyard famous for open yachts," says Alberto.

There was a further challenge to modify the initial renderings when the client came on board. "I listened to the client very carefully in order to understand what his wishes and lifestyle were," adds Alberto. "I reinterpreted the culture of his country of origin in a modern style in many of the different environments on board."

With more accommodation to play with, and an extra deck, the trick was to keep a sporting edge to the exterior styling. This has been achieved by the

*"It perfectly suited his
FAMILY. It was the yacht
of his DREAMS!"*





Above: The sundeck is a flexible space, thanks to the hardtop. The comfortable seating is a sociable place to gather before dinner.

Right: Skylights under the table let natural light flood onto the deck below.

The sunloungers aft are by Paolo Lenti, but otherwise the furniture was designed by Mancini and custom-made at Overmarine.

Left: Sheltered dining under the hardtop. The table extends to create space for ten guests.



SUPERYACHT REPORT



Above: Another adaptable space aft on the bridge deck, with big sofas, a coffee table, and a further option for group dining. There's a TV tucked away in the bar, and once again the coffee table is located on a skylight.

Left: The foredeck pool is the Oceano 42's set-piece feature. It makes for a good family gathering place.

Top right: The infinity pool and water cascade feature could have come from a much larger yacht.

Right: An inviting sofa, designed by Mancini. The bridge-deck cinema room is a wonderful evening spot for everyone on board.



*"I had to find a BALANCE
between sportiness and
ELEGANCE"*



contrasting use of harder lines and softening curves, from the vertical all-black wheelhouse windows, to the delicious kinks introduced into the superstructure. She looks business-like and practical, as well as a stylish piece of modern motor yacht design.

"It was important to keep the right balance between sportiness and elegance," says Alberto. "I kept the clean lines of my original drawing and successfully interpreted the shipyard's most important stylistic features, whilst emphasising the lines and power of the upper and flybridge decks."

The maxi open philosophy succeeds not just because it gets you from A to B quickly: once you get to B, you are intimately connected with your environment thanks to all that open deck space – it's those deck spaces that define the experience as much as the sheer speed. Despite the greater volumes on the Mangusta Oceano 42, and more emphasis on interior living space, it's pleasing to see that the outside areas aren't just an add-on to the inside. Indeed, two key outside spaces are moments that really define the yacht: the foredeck pool area and the lower-deck beach club.

The forward infinity pool is more than just a place to plunge. With sunloungers either side, and comfortable seating in front of the bridge, it's a sociable family area in itself. With an arm of the pool bisecting the sunpads it's a safe place to let the children play. There's even a cascading waterfall feature. But the surprise is not only in the sheer size of the pool area – it's also the glazed skylights in the bottom of the pool that bring light directly streaming into the owner's bathroom below. "It produces refractions of light, which filter through the water. The result is a game of light and darkness or shadows, which changes continuously at different time of the day," says Alberto. Much thought has gone into the lighting design throughout the yacht, and here the natural play of the sunshine makes for a winning feature.

There's further light play at the beach club. The folding transom door reveals a bar and seating area, with room for all the guests. On the swim platform itself, glazing is inset to create some stunning views of the water below. Underwater spotlights add to the experience. It's not surprising that this has become one



SUPERYACHT REPORT



of the owner's favourite areas on board. "He much appreciates the full-beam stern hatchback where, due to the cuts of light, you can enjoy the beach area even when at sea and cruising at over ten knots. When it is open, on the other hand, there is the unusual feature of walking on rectangular glazing on the sea," says Francesco Frediani.

Interior design is also the work of Alberto Mancini. With a blank canvas when he signed the contract, the owner had free reign to customise the interior. "I got to understand his requirements, which were very clear and detailed," says Alberto. "From the very beginning of the project there was deep understanding between us and we followed the project together, step by step, through various presentations and mood-boards, developed in order to understand every single aspect of the project. Of course, it's absolutely essential to work closely with clients, guiding them through each and every stage of the entire project, and to listen to their requirements at all times."

The result is something of a contemporary interior, smart and yet still with a relaxed ambience. There is a contrast between what Alberto calls "hot and cold materials" – warm leathers, for example, with the freshening bursts of stainless steel and ceilings clad in raw silk. In the main deck salon, the atmosphere is particularly relaxed, with the planed and bleached oak on the walls and floor creating an informal vibe. The main salon's floor-to-ceiling windows are another example of how much use has been made of natural light aboard the Mangusta Oceano 42, and underlining this are the glass sections in the gunwales, which help to further open the space up once the sliding doors are open. It's not only aboard a maxi open yacht that you can enjoy a sense of openness.

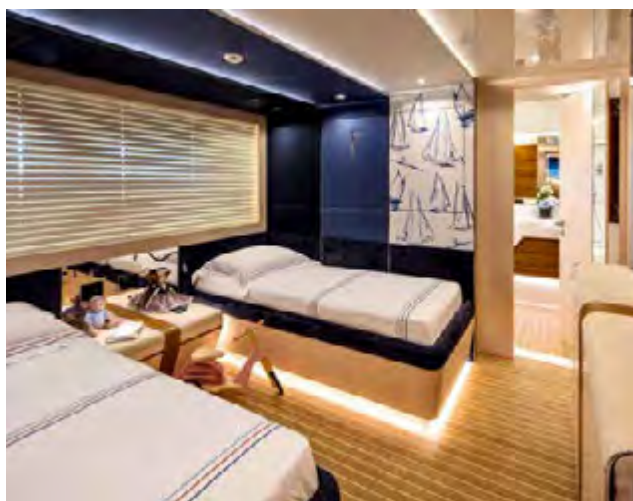
A mirrored corridor leads to the owner's suite forward, where the benefit of the refracted light from the swimming pool can really be felt. The owner's bathroom is suitably expansive, with Eramosa marble in the central shower mimicking the colour of the flooring and bedhead in the sleeping area. A folding terrace to starboard allows further contact with the outside, with only the guardrails to break your view. Once again, the internal lighting has been carefully designed throughout





Above: Sliding doors really open up the main salon. The dining table in onyx and cream leather is bespoke. Sofas are by Minotti and carpets are by Ralph Lauren.
Right: The aft deck provides another sociable gathering spot.
Facing page, left: The ivory cream bamboo carpet in the owner's suite contrasts with the oak flooring painted in wenge style.
Left: Skylights from the foredeck pool flood the owner's bathroom with natural light.
Top left: The balcony over the water to starboard in the owner's suite.





Above: A beach club with a wonderful area over the sea and an inside space to retreat to.

Above right: When the transom door is closed, the windows mean the natural light comes into the beach club space.

Left: Each of the guest cabins is themed after a Mediterranean resort – here is the twin St Tropez.

Far right: The double cabin to starboard, named and themed as Bergama.

Right: White Thassos marble is used throughout the guest bathrooms.



*The beach club has become
one of the FAVOURITE
areas on the yacht*



the cabin, with a range of solutions, whatever the mood and time of day.

Perhaps the most intriguing element to the décor is found on the lower deck, where the four guest suites have been named and themed after resorts that have particular meaning for the owner – St Tropez, Bodrum, Mauritius and Bergama. Each has its own styling, and plenty of character in what can often become a utilitarian area of a yacht. Bodrum, for example, has some rich cyans to match the sea, while Mauritius has a nature theme, with bamboo and grassland styling – there's green-painted woods and even a vertical garden. "When we were looking around the yacht at the Monaco Yacht Show last year, the owner said to me: 'All the cabins are so different and inviting that I'll sleep in a different place every night!'" says Alberto. Once again, mirrors help circulate the natural light throughout the spaces.

A key gathering area for guests will be the upper deck lounge, a cosy cinema space for evening entertainment. The sofas – designed by Mancini and invitingly beamy – can be pushed together to create a monster lounging area in front of the 72in curved TV. The owner specified smaller windows here – it's the only place on the Mangusta Oceano 42 where natural light is not welcomed. Intriguingly, the shape of the Mancini-designed lamps is a reference to the stern spoilers found on some of Mangusta's open yachts. The coffee table, too, was designed in house.

The sundeck has a dedicated dining area, nicely sheltered by the black hardtop. The coffee tables straddle glassed openings that allow more light into the decks below. It's a flexible guest space, with the emphasis on sociable areas, while the dining table offers the best place to eat outside.

Set for her first full season on the water cruising privately with her owner, the Oceano 42 is a change of direction for Mangusta, launched in a year which also saw hull 11 of the Mangusta 165 delivered. But the 42 is a different kind of Mangusta for a different kind of owner, though with the same sense of style of innovation that we've become used to. "She has been both a bet and a challenge for us," says Francesco Frediani. And it's a bet has been landed handsomely. **SYW**



SUPERYACHT REPORT

THE SPECS *Mangusta Oceano 42*

Length overall 42.30m (138ft 8in)
 Beam 8.70m (28ft 6in)
 Draught 2.40m (7ft 10in)
 Displacement 350 tonnes (half load)
 Gross tonnage Approx 440
 Berths Guests: 10. Crew: 7
 Engines Twin 1,080kW (1,450hp) MTU 12V 2000
 Fuel capacity 62,000 litres
 Fresh-water capacity 12,000 litres
 Hull Steel

Superstructure Aluminium
 Naval architecture Overmarine Group
 Exterior styling Alberto Mancini/Overmarine Group
 Interior styling Alberto Mancini/Overmarine Group
 Tenders Custom-built Driel 5
 Classification ABS ★A1, Commercial Yachting Service,
 E, ★AMS - MCA Code Compliance

PERFORMANCE
 Top speed 15 knots
 Cruising speed 11 knots
 Range @ 11 knots 5,279 nautical miles

BUILDER
 Overmarine Group, Via Virgilio, 234 – 55049 Viareggio
 LU. Tel: +39 0584 389 364.
 Email: info@overmarine.it
 Website: www.overmarine.com

SUNDECK: Bespoke stainless steel and glass table over the skylight.

SUNDECK: A sheltered bar and barbecue area to serve guests.

UPPER DECK: The dedicated cinema area is proving popular.

UPPER DECK: You can see how extensive the forward 'beach club' area is.

MAIN DECK: The seating area is neatly divided from the dining space.

MAIN DECK: The floating central staircase opens the lobby area up.

BEACH CLUB: Mirrors in the beach club really open the space up.

LOWER DECK: Spacious crew mess where all the crew can meet.



TOP SPEED: Even at a top speed of 15 knots noise and vibration levels are low.

SUNDECK: The after part can be covered if more shade is required than just the hardtop.

HARDTOP: A striking piece of design and a practical feature for sundeck guests.

FOREDECK: A seating area in front of the wheelhouse, before the infinity pool.

INFINITY POOL: A key element of the yacht's success, with water cascade.

TENDER GARAGE: The custom Dariel tender lives under the foredeck pool area.

НОВОСТИ

ИТАЛЬЯНСКИЙ ГРАНД

Overmarine Group готовится приступить к строительству еще одной яхты серии Fast Displacement — GranSport 44, сообщает Burevestnik Group, представляющая бренд в России



Уже этой весной верфь Overmarine осуществит закладку киля и приступит к строительству второй яхты категории Fast Displacement, Mangusta GranSport 44. Об этом объявлено на боут-шоу в Майами. Дизайн яхты выполнен Альберто Манчини, автором Mangusta GranSport 54 и линейки водоизмещающих яхт Oseano. Как и в других проектах, Манчини сделал акцент на размытии границ между интерьером яхты и окружающей средой. Главным центром дневной активности станет обширная верхняя палуба, сочетающая открытые и тенистые пространства. Салон со стороны кормы выходит на тенистую террасу с широкими диванами, а с противоположной стороны

посредством наружных лестниц сообщается с пляжной зоной в носовой части, где находится большой бассейн с прозрачным дном, водопадом и шезлонгами наподобие того, что мы уже видели на Oseano 42. В корме расположится открывающийся с трех сторон пляжный клуб площадью 75 кв. м. Корпус типа Fast Displacement обладает повышенной эффективностью в широком диапазоне скоростей. Яхта имеет необычную схему пропульсии с тремя двигателями, два из которых соединены с гребными винтами фиксированного шага, а третий, центральный — с водометом. Как ожидается, дальность хода составит 3000 морских миль при 11 узлах, а максимальная скорость — 26 узлов. Сдача яхты намечена на 2019 год.



MANGUSTA

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GRANSport 44

Il Gruppo Overmarine può ritenersi soddisfatto dei risultati che sta ottenendo. Posseduto dalla famiglia Balducci, giunta alla seconda generazione, il Gruppo attualmente occupa con 771,16 metri la settima posizione per lunghezza totale di yacht venduti e ha un order book di ben 134.200.000 Euro, con una previsione per il 2016/2017 di 89.000.000 di Euro di fatturato. Risultati che il Gruppo ha raggiunto con intelligenti strategie di mercato, proseguendo con successo nello sviluppo del suo settore di provenienza, quello dei Maxi Open dove occupa la posizione di leadership, investendo inoltre in nuovi settori anticipando quelle che saranno le richieste di mercato. Dopo essersi inserito nel comparto degli explorer dislocanti con il 42 metri tre ponti Mangusta Oceano, modello con il quale interpreta nel suo inconfondibile stile le ultime tendenze di mercato, che ha fatto il suo debutto ufficiale all'ultima edizione del Cannes Yachting Festival, il Gruppo prosegue nello sviluppo della gamma dei fast displacement presentata due anni fa come concept design. Il primo modello della linea è stato il GranSport 54, attualmente in costruzione negli stabilimenti di Pisa e atteso in consegna nell'estate 2018, disegnato come l'Oceano 42 da Alberto Mancini. "Nell'automotive il nome GranSport significa prestazioni elevate e massimo comfort di bordo. Per studiare questa nuova linea siamo

partiti proprio da questi principi, aggiungendo poi caratteristiche tecniche marine come l'ampia autonomia", dichiara Francesco Frediani, direttore commerciale del Gruppo. "Dopo il brief iniziale, ho lavorato a una linea elegante che esprimesse subito un forte carattere unito alla purezza del DNA Mangusta. Ho immaginato e schizzato sin dai primi bozzetti un progetto che unisce e fa comunicare esterni con interni, con un lin-



guaggio di design unico che esprime al meglio ed enfatizza lo stile di vita mediterraneo tipicamente Mangusta", aggiunge il designer

Alberto Mancini. Nel corso dello Yachts Miami Beach, Overmarine ha presentato la seconda unità della linea, il Mangusta GranSport 44 che per caratteristiche di esclusività si pone come una vera e propria ammiraglia. Nonostante i 10 piedi di lunghezza in meno rispetto al 54', il nuovo modello rappresenta un'evoluzione stilistica e tecnica della gamma, con un look contemporaneo che non passa inosservato, interni firmati Mancini in continuità con gli esterni, pacchetto propulsivo sportivo ma flessibile e un concetto di lifestyle portato agli estremi. A bordo del 44' infatti è stata enfasi agli spazi per la vita di bordo, soprattutto a quelli dedicati al piacere della navigazione e del divertimento. L'upper deck ha un salotto centrale che comunica in due direzioni, a poppa attraverso le vetrate scorrevoli e a prora, dove il sunbridge ospita una lounge con due grandi prendisole e una vasca idromassaggio per sette persone. Di grande impatto scenografico la cascata che scende dalla vasca al ponte del tonnage, mentre tre grandi lucernai illuminano il bagno armatoriale sottostante. A poppa la beach area sviluppa ben 75 metri quadrati di superficie calpestabile, ottenuti grazie alle tre piattaforme tra loro comunicanti, una estensibile di poppa e due terrazze laterali. La carena fast displacement nasce da un progetto dell'ingegner Ausonio, già artefice del 54 metri, che ha sviluppato uno scafo con bulbo, linee filanti per una maggiore efficienza e velocità ma anche confortevole in dislocamento grazie anche alla presenza degli stabilizzatori elettrici a pinna. La motorizzazione è affidata a tre MTU



I 6V 2000 M96L IMO TIER II, con i due esterni in linea d'asse e quello centrale con idrogetto Rolls Royce KaMeWa. Quest'ultimo è ideale anche usato singolarmente per le operazioni di ormeggio grazie alla sua proverbiale manovrabilità in acque ristrette e la possibilità di abbinarlo a un sistema di dynamic positioning. Lo yacht raggiunge una velocità massima di 26 nodi e ha un'autonomia a 11 nodi di 3.000 miglia nautiche. I tank test del Mangusta GranSport 44' saranno completati a maggio, il taglio della lamiera è previsto a settembre 2017 e la data di consegna è nel 2019.

Per ulteriori informazioni: Overmarine Group Italy; Via del Porto 2, 55049 Viareggio, tel. 0584 389364; www.overmarine.it - info@overmarine.it



SCHEDA TECNICA

Lunghezza f.t.: m 44,10 –
Larghezza: m 8,60 – Pescaggio: m 2,20 – Dislocamento a pieno carico: kg 305.000 – Stazza: GT 400 Riserva carburante: litri 50.000 – Riserva acqua: litri 6.000 – Motorizzazione: 3x2.600 HP MTU 16V 2000 M96L – Velocità massima dichiarata: 26 nodi – Velocità di crociera dichiarata: 20 nodi – Autonomia a 11 nodi: nm 3.000 – Exterior Design: Alberto Mancini/Overmarine Group – Interior Design: Alberto Mancini/Overmarine Group – Materiale di costruzione: Alluminio.

MANGUSTA

Superyacht

news

GRANSFORT 44

The Balducci's are the proud owners of Gruppo Overmarine which has been obtaining excellent results. The company ranks seventh in terms of the total length of yachts sold with an astounding 771.16 metres. Their order book currently represents 134,200,000 Euro. The forecasted turnover for 2016/2017 is equal to 89,000,000 Euro. The results obtained are proof enough of winning company policies and marketing strategy which entails developing more the first sector; that is the Maxi Open yachts one, which is where the company takes the lion's share ranking number one. Furthermore investments have been made in new areas, thereby forerunning what the market will be requesting in the near future. After having secured a considerable positioning in the displacing Explorer models segment with 42 metre Mangusta Oceano which well interprets both its unmistakable looks as well as the market's latest trends was first presented at the latest Cannes Yachting Festival. Gruppo Overmarine is now developing their fast displacement range originally presented as concept designs only two years ago. The very first model presented as concept design was the Gran Sport 54 which is currently being built at the Pisa premises and is scheduled for delivery in the course of summer 2018. Designer Alberto Mancini drew up this model as well as the Oceano 42. In Francesco Frediani's own words – the Group's Sales Director: "In the automotive sector, the name GranSport means a high performance, and excellent onboard comfort. In order to study this new line we started

with those very principles, adding specifically nautical-related technical features such as extensive range". Alberto Mancini went on to add: "After the

initial briefing, I worked on an elegant line which would immediately express a strong character combined with the purity of the Mangusta DNA.

From the very first drawings,

I imagined and drew

a project which

brings to-



geth-
er interiors
and exteriors and has
them communicate with each
other; using a unique design language which
best expresses and indeed emphasises the typically

Mediterranean and
Mangusta lifestyle". During the latest Miami Beach Yachts venue Overmarine presented the second model of the line, the Mangusta GranSport 44 which deserves to rank as flag ship due to its unique features despite it is 10 feet shorter than the 54 metre. The new model represents undoubted evolutionary styling and technology sporting a contemporary look and silhouette which by no means goes unnoticed. The interior decor and the exterior are initialled by Mancini, and a gutsy, flexible and sporty power house completes the picture. In fact the 44 possesses remarkable spaces on board in which to enjoy notable comfort while cruising and some of the entertaining gizmos. The main saloon is situated along the upper deck and connects aft towards the stern via sliding glazed doors and towards the bow there's a sun deck which hosts a lounge area with large sun beds and a hydro-massage tub with space enough for seven. A wonderful backdrop is provided by cascading water from the tub on down to the deck below and by three large skylights lighting up the owner's bathroom. A beach club area in the stern at the water's edge boasts a useable surface area of 75 square metres, thanks to three platforms which link to one another the main one being an extension of the transom and two lateral terraces to port and starboard. This yacht possesses a fast displacement hull by Mr Ausonio naval engineer who has also realised one for the 54 metre with bulbous bow, flowing lines for greater efficiency and designed to sustain performing speeds but also comfortable when cruising in displacing mode, thanks also to electrically operated stabiliser fins. The power house is made up



of three MTU 16V 2000 M96L IMOTIER II engines. The two lateral ones are linked to traditional in line drive shafts while the third one installed in the middle between the other two sports Roll Royce KaMeWa hydro-jets. This latter one can also be used on its own when mooring in restricted waters thanks to its renowned manoeuvrability and can be linked onto a dynamic positioning system. The top speed declared is 26 knots with a range of 3,000 nautical miles at 11 knots.

Tank tests on the Mangusta GranSport 44 will end in May, pre- construction work will begin in September 2017 and delivery date has been scheduled for 2019.

For further information: Overmarine Group Italy; Via del Porto 2, 55049 Viareggio, tel. +39 0584 389364; www.overmarine.it - info@overmarine.it



TECHNICAL DATA

LOA: m 44.10 – Beam: m 8.60 – Draught: m 2.20 – Displacement: kg 305,000 – Gross Tonnage: GT 400 Fuel tank capacity: litres 50,000 – Water tank capacity: litres 6,000 – Engines: 3x2.600 HP MTU 16V 2000 M96L – Top speed declared: 26 knots – Cruising speed declared: 20 knots – Range @ 11 knots: nm 3,000 – Exterior Design: Alberto Mancini/Overmarine Group – Interior Design: Alberto Mancini/Overmarine Group – Construction material: Aluminium.



April 2017



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Overmarine launches 12th yacht in Mangusta 165 series

12 April 2017 by Chris Jefferies

The 12th hull in the popular Mangusta 165 series of maxi open yachts has been launched by Italian yard Overmarine, sporting a black hull finish with bright red detailing.

Splashed last week (April 6) in Viareggio, this 49.9 metre all-GRP fast planing yacht features a total interior volume of 285GT and accommodation for ten guests in five cabins.



The 12th Mangusta 165 yacht was designed in-house

“Over the past few years we have established ourselves more and more as a leader in our sector; namely that of large, open semi-custom yachts,” said Overmarine Group's commercial director Francesco Frediani. “The Mangusta 165 has undoubtedly contributed to this result, turning the Mangusta brand into an out and out icon.”

12/4/2017

Overmarine launches 12th yacht in Mangusta 165 series | Boat International



Video of the first Mangusta 165 E – *Moonraker*

Where the latest Mangusta 165 differs from her predecessors, however, is in terms of fuel consumption, which is described as “significantly lower”, and stabilisation, with four Seakeepers installed. This results in comfortable cruising even at low speeds of 8-10 knots. Her vital statistics include a draught of 1.9 metres and a maximum beam of 9.2 metres.

In a statement, the yard added: “Her performance, comfort and, of course, style make this 50 metre unique on the international nautical scene.” This new arrival continues the Mangusta performance tradition with four 2,600hp MTU 16V2000 M94 engines twinned to Rolls Royce Kamewa waterjets for a sporty top speed of 35 knots.

12/4/2017

Overmarine launches 12th yacht in Mangusta 165 series | Boat International



The Overmarine Mangusta 165 series is renowned for its powerful engine set-ups

Most eye catching is the red detailing on the hull, with a custom skull logo that was designed by the yard working in collaboration with the owner. Local reports suggest that she is the successor to the 29.8 metre Sunseeker yacht Black Legend, but Overmarine declined to comment on this.

Other projects currently under development at the Italian yard include the first Mangusta Gransport 54, which is due to launch next year.

20/4/2017

Mangusta 165 — Luxury Yacht Charter & Superyacht News



(<http://www.charterworld.com/>)

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Mangusta 165 Brief (<http://www.charterworld.com/news/summary/mangusta-165>)

Mangusta 165 Luxury Yacht Charter & Superyacht News

Overmarine Launched the 12th Sporty Superyacht from the Mangusta 165 Series (<http://www.charterworld.com/news/overmarine-launched-12th-sporty-superyacht-mangusta-165-series>)

April 11, 2017

Written by Maria Korotaeva

Last week (April 6, 2017) Mangusta Overmarine (<http://www.charterworld.com/?sub=Mangusta-Overmarine>) launched the 12th superyacht from its highly successful yacht series Mangusta 165 (<http://www.charterworld.com/news/tag/mangusta-165>). Mangusta Overmarine 165 Hull number 12 (<http://www.charterworld.com/index.html?sub=yacht-charter&charter-motor-yacht-mangusta-hull-10548>) is the third unit of the new "Evolution" series of the shipbuilder, which is described as sporty high-speed superyacht with exceptional performance and head-turning exterior.



<http://www.charterworld.com/news/tag/mangusta-165>

1/12

(http://www.charterworld.com/news/overmarine-launched-12th-sporty-superyacht-mangusta-165-series/m165-12_the-launch)
The official launch of Mangusta 165 – hull 12

Mangusta 165 Hull #12 is a 50m luxury vessel, which stands out with her aggressive, racy lines. Her hull and superstructure are painted in black with red details. She features single side windows and three large skylights on the main deck, which provide a large amount of natural light. Fantastic indoor/outdoor flow creates a relaxing atmosphere and a "closer to the sea" feeling, once you step aboard Mangusta 165.



(<http://www.charterworld.com/news/overmarine-launched-12th-sporty-superyacht-mangusta-165-series/mangusta-165-12>)
Mangusta 165 – 12

Interior images of the yacht have not been released yet. All Mangusta yachts feature individually designed interiors to match each owner's personal preferences.



(<http://www.charterworld.com/news/overmarine-launched-12th-sporty-superyacht-mangusta-165-series/motor-yacht-mangusta-165-12>)
Motor yacht Mangusta 165 – 12

With a total displacement of around 300 tonnes and advanced design of her hull and superstructure, which allow Mangusta 165 Hull #12 to reach an impressive top speed of 35 knots. In addition to that, this yacht has reduced noise and vibration for superb comfort while on the run and at anchor. Powered by 4 MTU 16V2000 M94 engines and equipped with innovative propulsion packages, yachts from the Mangusta 165 series has a lower fuel consumption. Her stabilisation system provides great navigation in all conditions, even at a minimum speed of 8-10 knots.

The new yacht will be officially presented at the Monaco Yacht Show 2017.

Take a glimpse at Mangusta Fleet 2016 (<http://www.charterworld.com/news/take-a-glimpse-at-mangusta-fleet-2016>)

February 15, 2016

Written by Zuzana Bednarova (<http://www.charterworld.com/index.html?sub=management-team>)

Take a glimpse at the Mangusta fleet 2016 in the great video below, unveiled by Overmarine Mangusta (<http://www.charterworld.com/?sub=Mangusta-Overmarine>). The current range consists of three different lines of yachts: the Mangusta Maxi Open (<http://www.charterworld.com/news/summary/mangusta-maxi-open>), including models measuring from 72 to 215 feet in length.

LAUNCH OF A NEW MANGUSTA 165

12-Abril-2017

Viareggio, 11th April 2017

The 12th Maxi Open yacht from the Mangusta 165 series, and third unit of the new "Evolution" series, was launched last Thursday at the Overmarine shipyard in Viareggio. Her performance, comfort and, of course, style make this 50 metre unique on the international nautical scene.

A yacht with a displacement around 300 tonnes, she can cruise at a speed in excess of 35 knots at full load very smooth on the water with no vibrations on board. This has been possible due to the design and construction technique of hull & superstructure and to the installation of 4 2600 HP MTU 16V2000 M94 engines, 4 Rolls Royce/KameWa NP waterjets and 4 Seakeeper stabilisers.

This yacht has unique performance, almost identical to that of the propulsion packages used previously for the Mangusta 165, but with significantly lower consumption at the same speed. This is also due to the effectiveness of the stabilisation system, which optimises navigation in all conditions especially at low speed. Owners can, therefore, use their yacht in displacement mode even at a minimum speed of 8-10 knots, in total comfort. The same comfort is guaranteed when she is moored, too.

This Mangusta 165 is characterised by the unmistakeable racy, sporty lines which are an authentic icon of the brand. She brings together the recent aesthetic and structural alterations introduced for the Evolution series, amongst which the new shape of the glazing on the main deck: the single side window and the 3 big skylights on the main deck let in copious amounts of natural light indoors and guarantee an uninterrupted dialogue with the outdoors.

An extended flybridge, where the end section of the stern features a new design and a stainless steel grill, gives the yacht even greater dynamic thrust and a stronger aesthetic impact when viewed as a whole.

The unusual characteristic of this new unit is, however, the fact the hull and superstructure are black painted with red details, including the yacht's logo, designed together with the Owner. This design choice further enhances the sportiness of the yacht and anticipates the performance of this jewel of technology, fruit of the Overmarine Group's unmatched experience.

As with all Mangusta yachts, in this new 165 too, the interiors have been designed and produced custom-made in order to satisfy each and every one of her Owner's wishes, experienced and passionate. And yet more clearly noticeable proof of the excellence of the Overmarine Group.

The yacht will be presented at the upcoming Monaco Yacht Show.

www.overmarine.it

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SuperyachtNews.com - Fleet - Overmarine launches 12th Mangusta 165

SuperyachtNews



BY GEORGIA BOSCAWEN (/SEARCH?AUTHOR=95)
13 APR 2017

Overmarine launches 12th Mangusta 165

With five deliveries scheduled this year, will Overmarine move up the rankings in The Superyacht Annual New Build 2018?



Overmarine has announced the launch of the 12th Mangusta 165 Maxi Open yacht, which took place last Thursday (6th April, 2017), which is the shipyard's new Evolution series. With a further four superyachts scheduled for delivery in 2017, is the shipyard set to move up the rankings in *The Superyacht Annual Report* (<http://shop.thesuperyachtgroup.com/subscription.php?subscriptionid=51>): *New Build 2018*?

With an LOA of 49.9m, the uniquely coloured yacht has the ability to reach a maximum speed of 35 knots, which, according to the shipyard, "is due to the design of the hull and construction technique of the hull and superstructure".

For this project, the shipyard has managed to maintain the power achieved on previous Mangusta 165 models, however this unit has significant fuel consumption at the same speed. The shipyard has explained that this new low fuel consumption attribute is used best at low speeds.

Based on cumulative LOA over the last five years, which equates to 503.6m, the shipyard has been ranked 13th in the 2017 edition of *The Superyacht Annual New Build*, sitting just below the Palumbo Group, which has a cumulative five-year LOA of 552.1m. However, with five deliveries scheduled within 2017, Overmarine's ranking is forecast to overtake the Palumbo Group.

The forecasted five-year LOA figure, which comprises the cumulative length from 2013 to 2017, is predicted to be 624.9m, 13 per cent more than the 2017 edition of *The Superyacht Annual New Build*. In other words, Overmarine will see a 24 per cent increase on the cumulative figures shown in the 2017 edition of *The Superyacht Annual New Build*. (<http://shop.thesuperyachtgroup.com/subscription.php?subscriptionid=51>): *New Build*.

25/5/2017

SuperyachtNews.com - Fleet - Overmarine launches 12th Mangusta 165

In total, there are 13 yachts under construction at the Overmarine facility in Viareggio, which together have a combined LOA of 586m and an average beam of 44.6m.

Overmarine plans to showcase the yacht at this year's Monaco Yacht Show, following an extensive period of sea trials and final outfitting.

Profile links

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Charl van Rooy

Editor

🕒 12 April 2017, 10:30:00

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Overmarine's first all-black Mangusta 165 hits the water



Five months after the launch of its 11th hull in the **Mangusta 165** superyacht line, Overmarine has launched unit number 12 of this successful range of versatile high-performance motor yachts.

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Overmarine's first all-black Mangusta 165 hits the water

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The latest addition to the 50-metre fleet is finished in a near all-black exterior adding even more dramaticism to an already hair-raising piece of equipment. The third unit in the new Evolution series displaces 300 tonnes and cruises at 35 knots. With the sticks full ahead she tops out at speeds not far off from 50 knots – a strange onboard experience to say the least on a vessel of this size.



(/default/assets/Image/Launches/2017-04-Mangusta/2017-04-Mangusta-02.jpg)

The interior of the yacht, as with all 165 models before her, is fitted with a custom interior that was designed together with her experienced owner.

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Overmarine presenta il nuovo Mangusta 165

L'imbarcazione di cinquanta metri è stata varata nel cantiere di Viareggio

12 aprile 2017



(http://www.newsliguria.com/wp-content/uploads/2017/04/M165.12_the-launch-5.jpg)

Giovedì 6 Aprile è stato varato nel cantiere **Overmarine** (<http://www.overmarine.com/>) di **Viareggio** il dodicesimo Maxi Open della serie **Mangusta 165**, il terzo della nuova serie Evolution, che verrà presentato durante il prossimo **Salone di Monaco** (<http://www.monacoyachtshow.com/en/>).

E' uno yacht di circa **300 tonnellate** di dislocamento che naviga a pieno carico ad una velocità superiore ai **35 nodi**, scivolando sull'acqua senza vibrazioni a bordo, grazie alla tecnica costruttiva di scafo e sovrastruttura ed all'installazione di **4 motori MTU 16V2000 M94 con 2600 HP**, **4 idrogetti Rolls Royce / KameWa NP** e **4 stabilizzatori Seakeeper**.

Mangusta 165 si caratterizza per le inconfondibili linee filanti e sportive, autentica icona del marchio e raccoglie le recenti modifiche estetiche e strutturali introdotte per la serie "Evolution". La vetrata laterale unica ed i tre ampi sky lights **permettono** inoltre **l'ingresso di una grande quantità di luce naturale** e garantiscono un dialogo ininterrotto con gli esterni. La peculiarità di questa nuova unità è data soprattutto dalla colorazione nera di scafo e sovrastruttura con numerosi dettagli di colore rosso, tra cui il logo dell'imbarcazione, disegnati insieme all'armatore.

Le performance sono pressoché identiche a quelle assicurate dai pacchetti propulsivi utilizzati in precedenza per il Mangusta 165 ma con consumi a parità di velocità decisamente inferiori. Questo anche grazie all'efficacia del sistema di stabilizzazione, che ottimizza la navigazione in ogni condizione, soprattutto a basse velocità. È possibile infatti utilizzare la nave anche in regime dislocante, alla velocità minima di 8-10 nodi, in totale comfort.



(http://www.newsliguria.com/wp-content/uploads/2017/04/M165.12_the-launch-51.jpg)



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12/4/2017

Overmarine: varato un nuovo Mangusta 165 | www.pressmare.it



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Overmarine: varato un nuovo Mangusta 165

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Stampa articolo ✉ e-mail (mailto:?subject=From 'pressmare.it'&body=OVERMARINE: VARATO UN NUOVO MANGUSTA 165 %0ANel Cantiere Overmarine di Viareggio ` stato varato gioved` scorso il dodicesimo Maxi Open della serie Mangusta 165, il terzo della nuova serie “Evolution”; un’imbarcazione di 50 metri, assolutamente unica nel panorama...%0A%0A%0ALEGGI DI PIU': <http://www.pressmare.it/news/2017/04/11/overmarine-varato-un-nuovo-mangusta-165--6873>)

Nel Cantiere Overmarine di Viareggio è stato varato giovedì scorso il dodicesimo Maxi Open della serie Mangusta 165, il terzo della nuova serie “Evolution”: un’imbarcazione di 50 metri, assolutamente unica nel panorama della nautica mondiale, per prestazioni, comfort e, ovviamente, stile.



Mangusta 165

Uno yacht di circa 300 tonnellate di dislocamento, che naviga a pieno carico ad una velocità superiore ai 35 nodi, scivolando sull’acqua senza vibrazioni a bordo. Questo è stato reso possibile grazie al design ed alla tecnica costruttiva di scafo e sovrastruttura, ed all’installazione di 4 motori MTU 16V2000 M94 con 2600 HP, 4 idrogetti Rolls Royce / KameWa NP e 4 stabilizzatori Seakeeper.

Performance uniche, pressoché identiche rispetto ai pacchetti propulsivi utilizzati in precedenza per il Mangusta 165, ma con consumi a parità di velocità decisamente inferiori. Questo anche grazie all'efficacia del sistema di stabilizzazione, che ottimizza la navigazione in ogni condizione, soprattutto a basse velocità. E' possibile infatti utilizzare la nave anche in regime dislocante, alla velocità minima di 8-10 nodi, in totale comfort. Comfort garantito anche ad imbarcazione ferma.



Mangusta 165

Questo Mangusta 165 si caratterizza per le inconfondibili linee filanti e sportive, autentica icona del marchio, e raccoglie le recenti modifiche estetiche e strutturali introdotte per la serie "Evolution", tra cui la nuova geometria dei vetri nel ponte principale: la vetrata laterale unica ed i tre ampi sky lights fanno entrare all'interno una grande quantità di luce naturale e garantiscono un dialogo ininterrotto con gli esterni.

Anche la presenza di un flybridge allungato, con una parte terminale di poppa di nuovo design con griglia in acciaio inox, regala all'insieme un'ulteriore spinta dinamica e

risulta essere nell'insieme di notevole impatto estetico.

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Così come per tutte le imbarcazioni Mangusta, anche in questo nuovo 165 gli interni sono stati disegnati e realizzati interamente Custom per soddisfare ogni desiderio del suo Armatore, esperto ed appassionato. Una nuova, evidente, prova di eccellenza per Overmarine Group.

Lo yacht sarà presentato al prossimo salone di Monaco.



Mangusta 165

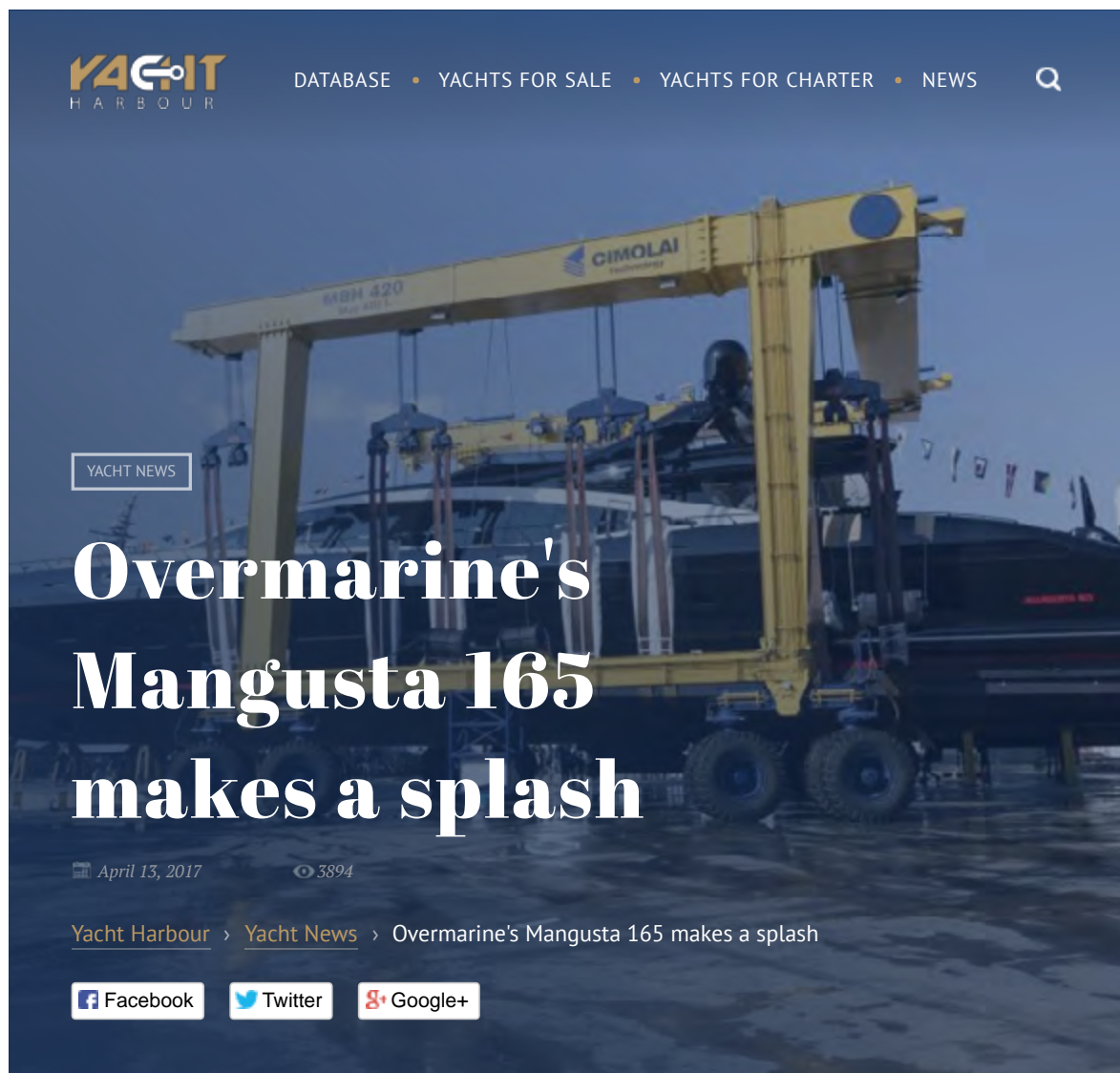
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Overmarine

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Overmarine's Mangusta 165 makes a splash - Yacht Harbour



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Overmarine's Mangusta 165 makes a splash

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The 12th Maxi Open yacht from the Mangusta 165 series, and third unit of the new “Evolution” April 11 at the Overmarine shipyard in Viareggio.

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Overmarine's Mangusta 165 makes a splash - Yacht Harbour



Measuring 50m, the yacht has a displacement around 300 tonnes and can cruise at a speed in ex load. This has been possible due to the design and construction technique of hull & superstruct of 4 2600 HP MTU 16V2000 M94 engines, 4 Rolls Royce/KameWa NP waterjets and 4 Seakeeper :

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Overmarine's Mangusta 165 makes a splash - Yacht Harbour



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This Mangusta 165 brings together the recent aesthetic and structural alterations introduced for the single side window and the 3 big skylights on the main deck let in copious amounts of natural light. A characteristic of this new unit is, however, the fact the hull and superstructure are black painted including the yacht's logo, designed together with the owner.

The yacht will be presented at the upcoming Monaco Yacht Show.

The 11th unit of the Overmarine's Mangusta 165 series has been launched on 17th November, in the shipyard has also sold Mangusta GranSport 54, designed by Alberto Mancini, in September 2016.

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UN NUOVO MANGUSTA 165 SCENDE IN ACQUA

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UN NUOVO MANGUSTA 165 SCENDE IN ACQUA



Giovedì scorso, presso gli stabilimenti di Viareggio del cantiere Overmarine, è scesa in acqua la dodicesima unità del Maxi Open Mangusta 165, terzo esemplare della nuova serie Evolution.

Con questo varo Overmarine conferma il successo del suo Mangusta 165, uno yacht di circa 300 tonnellate di dislocamento che raggiunge una velocità superiore ai 35 nodi grazie ai quattro motori MTU 16V 2000 M94 da 2.600 HP l'uno, abbinati a quattro idrogetti KaMeWa Rolls Royce.

Uno yacht estremamente performante per le sue dimensioni ma che offre un comfort di navigazione elevato anche a basse andature, intorno agli 8-10 nodi se si vuole risparmiare, e alla fonda grazie alla presenza di quattro stabilizzatori giroscopici Seakeeper.

Terzo esemplare della linea Evolution, il Mangusta 165 presenta i vetri del ponte principale in una nuova geometria che permette una maggiore illuminazione e un dialogo ancora migliore tra interni ed esterni.

Il flying bridge ha un nuovo design della parte poppiera che lo rende ancora più dinamico ed integrato con il resto del design, ma la peculiarità di questo modello è la sua colorazione nera con dettagli di colore rosso che ne esaltano la sportività.

Gli interni sono stati disegnati e realizzati interamente custom per soddisfare le esigenze dell'esperto ed appassionato armatore.

Lo yacht sarà presentato al prossimo salone di Monaco.

www.overmarine.it



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SuperyachtNews.com - Fleet - Overmarine launches 12th Mangusta 165

SuperyachtNews



BY GEORGIA BOSCAWEN (/SEARCH?AUTHOR=95)
13 APR 2017

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For this project, the shipyard has managed to maintain the power achieved on previous Mangusta 165 models, however this unit has significant fuel consumption at the same speed. The shipyard has explained that this new low fuel consumption attribute is used best at low speeds.

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Profile links

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LAUNCH OF A NEW MANGUSTA 165

April 12, 2017 9:46 am by WOY



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The 12th Maxi Open yacht from the Mangusta 165 series, and third unit of the new "Evolution" series, was launched last Thursday at the Overmarine shipyard in Viareggio. Her performance, comfort and, of course, style make this 50 metre unique on the international nautical scene.

A yacht with a displacement around 300 tonnes, she can cruise at a speed in excess of 35 knots at full load very smooth on the water with no vibrations on board. This has been possible due to the design and construction technique of hull & superstructure and to the installation of 4 2600 HP MTU 16V2000 M94 engines, 4 Rolls Royce/KameWa NP waterjets and 4 Sea keeper stabilisers.

This yacht has unique performance, almost identical to that of the propulsion packages used previously for the Mangusta 165, but with significantly lower consumption at the same speed. This is also due to the effectiveness of the stabilisation system, which optimises navigation in all conditions especially at low speed. Owners can, therefore, use their yacht in displacement mode even at a minimum speed of 8-10 knots, in total comfort. The same comfort is guaranteed when she is moored, too.

This Mangusta 165 is characterised by the unmistakable racy, sporty lines which are an authentic icon of the brand. She brings together the recent aesthetic and structural alterations introduced for the Evolution series, amongst which the new shape of the glazing on the main deck: the single side window and the 3 big skylights on the main deck let in copious amounts of natural light indoors and guarantee an uninterrupted dialogue with the outdoors.

An extended flybridge, where the end section of the stern features a new design and a stainless steel grill, gives the yacht even greater dynamic thrust and a stronger aesthetic impact when viewed as a whole.

The unusual characteristic of this new unit is, however, the fact the hull and superstructure are black painted with red details, including the yacht's logo, designed together with the Owner. This design choice further enhances the sportiness of the yacht and anticipates the performance of this jewel of technology, fruit of the Overmarine Group's unmatched experience.

As with all Mangusta yachts, in this new 165 too, the interiors have been designed and produced custom-made in order to satisfy each and every one of her Owner's wishes, experienced and passionate. And yet more clearly noticeable proof of the excellence of the Overmarine Group.

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On board the Mangusta Oceano 42

Paul Ashton
(<http://www.superyachtworld.com/author/paulashton>)
April 14, 2017



How one owner went about creating the prefect family cruising yacht and how the Overmarine Group came up with an entirely new Mangusta

20/4/2017

On board the Mangusta Oceano 42 - SuperYacht World

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You know what you're getting with a Mangusta – stellar performance, athletic styling, and a yacht with plenty of open deck space from where you can enjoy your days on board. Or at least you knew until June last year, when the Mangusta Oceano 42 was launched. This 42-metre steel-and-aluminium displacement yacht is a bold statement of intent from a yard that has cornered the market in 'maxi open' yachts but is now also offering a distinctly different style of cruising yacht, where the main aim isn't to get to your destination as quickly as possible.

SuperYachtWorld (<http://www.superyachtworld.com>)



The initial renderings for the Oceano range were unveiled in 2013, and the yard soon entered into discussions with a client who was searching for a private family cruising yacht. “He knew the Mangusta name well. He appreciated the Mangusta range for its quality but he was not so keen on open-style yachts. When he saw the renderings of the Mangusta Oceano 42, he was immediately attracted: it was a concept that made much more sense for him and his family. She was the boat of his dreams!” says Francesco Frediani, commercial director at Mangusta.

SuperYachtWorld (<http://www.superyachtworld.com>)



It was the job of long-time designer of the Mangusta range, Alberto Mancini, to come up with the new renderings for the displacement yacht, but a key part of the brief was not to discard the heritage of the brand, which had been carefully nurtured over two decades. "The Balducci family [owners of Mangusta's parent, the Overmarine Group] had a three-deck yacht with a strong Mangusta identity in mind. It was certainly not an easy yacht to develop. I'm most proud of the fact that I was able to convey the idea of a displacement yacht that still has the sporty DNA of a shipyard famous for open yachts," says Alberto.

SuperYachtWorld

There was a further challenge to modify the initial renderings when the client came on board. "I listened to the client very carefully in order to understand what his wishes and lifestyle were," adds Alberto. "I reinterpreted the culture of his country of origin in a modern style in many of the different environments on board."

With more accommodation to play with, and an extra deck, the trick was to keep a sporting edge to the exterior styling. This has been achieved by the contrasting use of harder lines and softening curves, from the vertical all-black wheelhouse windows, to the delicious kinks introduced into the superstructure. She

looks business-like and practical, as well as a stylish piece of modern motor yacht design. "It was important to keep the right balance between sportiness and elegance," says Alberto. "I kept the clean lines of my original drawing and successfully interpreted the shipyard's most important stylistic features, whilst emphasising the lines and power of the upper and flybridge decks."

The maxi open philosophy succeeds not just because it gets you from A to B quickly; once you get to B, you are intimately connected with your environment thanks to all that open deck space – it's those deck spaces that define the experience as much as the sheer speed. Despite the greater volumes on the Mangusta Oceano 42, and more emphasis on interior living space, it's pleasing to see that the outside areas aren't just an add-on to the inside. Indeed, two key outside spaces are moments that really define the yacht: the foredeck pool area and the lower-deck beach club.

The forward infinity pool is more than just a place to plunge. With sunloungers either side, and comfortable seating in front of the bridge, it's a sociable family area in itself. With an arm of the pool bisecting the sunpads it's a safe place to let the children play, There's even a cascading waterfall feature. But the surprise is not only in the sheer size of the pool area – it's also the glazed skylights in the bottom of the pool that bring light directly streaming into the owner's bathroom below. "It produces refractions of light, which filter through the water. The result is a game of light and darkness or shadows, which changes continuously at different time of the day," says Alberto. Much thought has gone into the lighting design throughout the yacht, and here the natural play of the sunshine makes for a winning feature.

SuperYachtWorld (<http://www.superyachtworld.com>)

There's further light play at the beach club. The folding transom door reveals a bar and seating area, with room for all the guests. On the swim platform itself, glazing is inset to create some stunning views of the water below. Underwater spotlights add to the experience. It's not surprising that this has become one of the owner's favourite areas on board. "He much appreciates the full-beam stern hatchback where, due to the cuts of light, you can enjoy the beach area even when at sea and cruising at over ten knots. When it is open, on the other hand, there is the unusual feature of walking on rectangular glazing on the sea," says Francesco Frediani.

Interior design is also the work of Alberto Mancini. With a blank canvas when he signed the contract, the owner had free reign to customise the interior. "I got to understand his requirements, which were very clear and detailed," says Alberto. "From the very beginning of the project there was deep understanding between us and we followed the project together, step by step, through various presentations and mood-boards, developed in order to understand every single aspect of the project. Of course, it's absolutely essential to work closely with clients, guiding them through each and every stage of the entire project, and to listen to their requirements at all times."

The result is something of a contemporary interior, smart and yet still with a relaxed ambience. There is a contrast between what Alberto calls "hot and cold materials" – warm leathers, for example, with the

contrast between what Alberto calls 'hot and cold materials' – warm leathers, for example, with the freshening bursts of stainless steel and ceilings clad in raw silk. In the main deck salon, the atmosphere is particularly relaxed, with the planed and bleached oak on the walls and floor creating an informal vibe. The main salon's floor-to-ceiling windows are another example of how much use has been made of natural light aboard the Mangusta Oceano 42, and underlining this are the glass sections in the gunwales, which help to further open the space up once the sliding doors are open. It's not only aboard a maxi open yacht that you can enjoy a sense of openness.

A mirrored corridor leads to the owner's suite forward (above), where the benefit of the refracted light from the swimming pool can really be felt. The owner's bathroom is suitably expansive, with Eramosa marble in the central shower mimicking the colour of the flooring and bedhead in the sleeping area. A folding terrace to starboard allows further contact with the outside, with only the guardrails to break your view. Once again, the internal lighting has been carefully designed throughout the cabin, with a range of solutions, whatever the mood and time of day.

Perhaps the most intriguing element to the décor is found on the lower deck, where the four guest suites have been named and themed after resorts that have particular meaning for the owner – St Tropez, Bodrum, Mauritius and Bergama. Each has its own styling, and plenty of character in what can often become a utilitarian area of a yacht. Bodrum, for example, has some rich cyans to match the sea, while Mauritius has a nature theme, with bamboo and grassland styling– there's green-painted woods and even a vertical garden. "When we were looking around the yacht at the Monaco Yacht Show last year, the owner said to me: 'All the cabins are so different and inviting that I'll sleep in a different place every night!'" says Alberto. Once again, mirrors help circulate the natural light throughout the spaces.

SuperYachtWorld (<http://www.superyachtworld.com>)

SuperYachtWorld

A key gathering area for guests will be the upper deck lounge, a cosy cinema space for evening entertainment (above). The sofas – designed by Mancini and invitingly beamy – can be pushed together to create a monster lounging area in front of the 72in curved TV. The owner specified smaller windows here – it's the only place on the Mangusta Oceano 42 where natural light is not welcomed. Intriguingly, the shape of the Mancini-designed lamps is a reference to the stern spoilers found on some of Mangusta's open yachts. The coffee table, too, was designed in house.

The sundeck has a dedicated dining area (above), partly sheltered by the black hardtop. The coffee tables straddle glassed openings that allow more light into the decks below. It's a flexible guest space, with the emphasis on sociable areas, while the dining table offers the best place to eat outside.

Set for her first full season on the water cruising privately with her owner, the Oceano 42 is a change of direction for Mangusta, launched in a year which also saw hull 11 of the Mangusta 165 delivered. But the 42 is a different kind of Mangusta for a different kind of owner, though with the same sense of style of innovation that we've become used to. "She has been both a bet and a challenge for us," says Francesco Frediani. And it's a bet has been landed handsomely.

Photographs by Maurizio Paradisi

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Svelati i segreti del nuovo Mangusta 165

🕒 17 APRILE 2017 💬 COMMENTS (0) 📁

BARCHE A MOTORE, CANTIERI, MONACO YACHT
SHOW, SALONI



Il varo spettacolare di Mangusta 165
(archivio Overmarine Group by Emilio
Bianchi)



11 APRILE
2017

Il cantiere **Overmarine di Viareggio** ha varato il dodicesimo maxi open della serie **Mangusta 165** (terzo della nuova serie **Evolution**), imbarcazione di 50 metri unica nel panorama della nautica mondiale, per prestazioni, comfort e stile. Il nuovo yacht – 300 tonnellate di dislocamento – supera i 35 nodi scivolando sull'acqua senza vibrazioni a bordo grazie al design e alla tecnica costruttiva di scafo e sovrastruttura, e all'installazione di 4 motori **Mtu 16V2000 M94 con 2600 hp, 4 idrogetti Rolls Royce-KameWa Np e 4 stabilizzatori Seakeeper**. Performance uniche, pressoché identiche rispetto ai pacchetti propulsivi utilizzati in precedenza per il Mangusta 165, ma con consumi decisamente inferiori a parità di velocità. Questo anche grazie all'efficacia del sistema di stabilizzazione, che ottimizza la navigazione in ogni condizione, soprattutto a bassa andatura. E' possibile, infatti, utilizzare la nave anche in regime dislocante, alla **velocità minima di 8-10 nodi**, in totale comfort, garantito anche a imbarcazione ferma.

Mangusta 165 si caratterizza per le inconfondibili linee filanti e sportive, autentica icona del marchio, e raccoglie le recenti modifiche estetiche e strutturali introdotte per la serie **Evolution**, tra cui la nuova geometria dei vetri nel ponte principale: la vetrata laterale unica e i tre ampi sky lights fanno entrare una grande quantità di luce naturale e garantiscono un dialogo ininterrotto con gli esterni. Anche la presenza di un flybridge allungato, con una parte terminale di poppa di nuovo design con griglia in acciaio inox.

La peculiarità di **Mangusta 165**, però, è la colorazione nera dello scafo e della sovrastruttura con numerosi dettagli di colore rosso, tra cui il logo dell'imbarcazione, disegnati insieme con l'armatore. Una scelta che esalta la sportività e anticipa le prestazioni di questo gioiello di tecnologia, frutto dell'esperienza di **Overmarine Group**.

Così come per tutte le imbarcazioni **Mangusta**, anche in questo nuovo 165 gli interni sono stati disegnati e realizzati interamente custom per soddisfare tutte le richieste dell'armatore.

Mangusta 165 sarà presentato
ufficialmente al **Monaco Yacht Show** (27-30
settembre 2017).



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20/4/2017

Mangusta launches 12th Maxi Open Yacht from the 165 series

Mangusta launches 12th Maxi Open Yacht from the 165 series

BY [MARTIN GREEN](#) | [HAUTE YACHTS, NEWS](#) | APRIL 17, 2017



Just last week, Mangusta launched the 12th Maxi Open Yacht from the Mangusta 165 series. This boat is the third one in the "Evolution" series, which offers the same high performance as previous yachts in the 165 series, yet now only with improved fuel efficiency.



With a length of 165 feet, this Mangusta offers ample room. They combine this with ample performance. Thanks to four 2600 HP MTU 16V2000 M94 engines and 4 Rolls Royce/KameWa NP waterjets it is capable of cruising in comfort at a cruising speed of 35 knots and higher. That comfort is provided by four Seakeeper stabilizers, which has the added advantage of also making navigation, especially at lower speeds, easier.



The “Evolution” series also introduction a few new structural and design features. Three oversized skylights and a single side window let the interior bathe in natural light. This almost gives the impression that the outdoors extends to the inside and gives the interior a unique atmosphere. The extended flybridge has been redesigned as well, giving the yacht, even more, a dynamic look, whether it is cruising at full speed or is simply moored in one of the marinas around the world.



Although eventually up to the owner, the Mangusta 165 has room to accommodate guests in three suites, as well as a crew of nine to see to their every need.

While the technical specifications are the same for the “Evolution” series, the interior is not. Mangusta makes it a point to satisfy each and every wish the future owner might have. This can even include a full gym, steam rooms or a spa. Combine this with the sleek and distinctive design of the hull and the superstructure, as well as the high performance, and you know why the Mangusta 165 series holds a unique position on the international nautical scene.



20/4/2017

The 12th Luxury Yacht in Mangusta 165 Series Launched | Superyacht.News

The 12th Luxury Yacht in Mangusta 165 Series Launched



By Simon McGill (<https://www.superyacht.news/author/simon-mcgill/>) | 17 April, 2017

A lifelong yachting enthusiast, Simon McGill is the editor-in-chief of superyacht.news.



(https://www.superyacht.news/wp-content/uploads/2017/04/BN992RQAQsGabyYuG2II_Overmarine-Mangusta-165-yacht-hull-12-launched-2560x1440-1200x675.jpg)

Italian Shipyard Overmarine launches new superyacht in striking all black finish.

The 12th hull in the popular Mangusta 165 series of maxi open yachts has been launched by Italian yard Overmarine, sporting a black hull finish with bright red detailing.

Splashed last week (April 6) in Viareggio, this 49.9 metre all-GRP fast planing yacht features a total interior volume of 285GT and accommodation for ten guests in five cabins.

"Over the past few years we have established ourselves more and more as a leader in our sector; namely that of large, open semi-custom yachts," said Overmarine Group's commercial director Francesco Frediani. "The Mangusta 165 has undoubtedly contributed to this result, turning the Mangusta brand into an out and out icon."

Where the latest Mangusta 165 differs from her predecessors, however, is in terms of fuel consumption, which is described as "significantly lower", and stabilisation, with four Seakeepers installed. This results in comfortable cruising even at low speeds of 8-10 knots. Her vital statistics include a draught of 1.9 metres and a maximum beam of 9.2 metres.

20/4/2017

The 12th Luxury Yacht in Mangusta 165 Series Launched | Superyacht.News



In a statement, the yard added: "Her performance, comfort and, of course, style make this 50 metre unique on the international nautical scene." This new arrival continues the Mangusta performance tradition with four 2,600hp MTU 16V2000 M94 engines twinned to Rolls Royce Kamewa waterjets for a sporty top speed of 35 knots.

Most eye catching is the red detailing on the hull, with a custom skull logo that was designed by the yard working in collaboration with the owner. Local reports suggest that she is the successor to the 29.8 metre Sunseeker yacht Black Legend, but Overmarine declined to comment on this.

Other projects currently under development at the Italian yard include the first Mangusta Gransport 54, which is due to launch next year.

Source:

Boat International (<http://www.boatinternational.com/yachts/news/overmarine-launches-12th-yacht-in-mangusta-165-series--29367>)

Simon McGill (<https://www.superyacht.news/author/simon-mcgill/>) 17 April, 2017

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BOATING

China Boating 中华宝艇 ha aggiunto 3 nuove foto.

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NEW MANGUSTA 165 "EVOLUTION" LAUNCHED IN AN AMAZING BLACK & RED LIVERY

The 12th Maxi Open yacht from the Mangusta 165 series, and third unit of the new "Evolution" series, was launched last week at the [Mangusta by Overmarine Group](#) shipyard in Viareggio. Her performance, comfort and, of course, style make this 50 metre unique on the international nautical scene.

A yacht with a displacement around 300 tonnes, she can cruise at a speed in excess of 35 knots at full load very s... Altro...

[Visualizza traduzione](#)



20/4/2017

Overmarine launches all-black Mangusta 165

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Overmarine launches all-black Mangusta 165

Published: 12 April 2017 Category: Author: Tom Smith

Overmarine has launched its twelfth unit in the Mangusta 165 superyacht line. The successful range of high-performance motor yachts has become increasingly popular, with only five months since the launch of its eleventh hull.



The 50-metre fleet's most recent addition takes the well-known dramaticism of this speedy range of yachts to a new level, by employing a near all-black exterior.

The black model is the third unit in the new Evolution series, and displaces 300 tonnes. With a cruising speed of 35 knots, its top speed is just under 50 knots, putting this superyacht among the fastest of its size.

As with her previous eleven hulls, the black Mangusta is fitted with a custom interior, designed alongside the yacht's experienced owner.



News

TANKOA S501

► Varata M/Y Vertige, si tratta della seconda unità di Tankoa Yachts, venduta nel febbraio

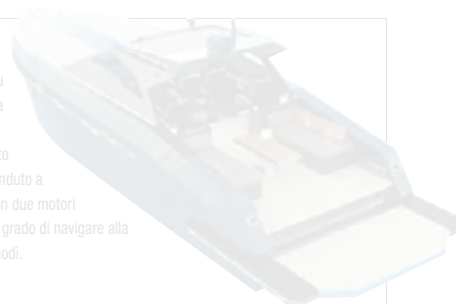
2015 a un armatore francese. Secondo Euro Contenti, Ceo di Tankoa, si tratta di un vero riconoscimento ai valori, alla

professionalità e alla forza del "cantiere boutique".
TANKOA S501
► M/Y Vertige has been launched. She is the second boat made by Tankoa Yachts, and sold in February 2015 to a French owner. Tankoa's managing director, Euro Contenti, said this is recognition of the values, professionalism and the strength of the "boutique yard".



38' SOFT TOP

► Il cantiere Turco Mazu Yachts ha presentato una versione del suo 38 piedi con un soft top. Disegnato da Halit Yukay è stato venduto a un armatore europeo. Con due motori Volvo Penta IPS 400 è in grado di navigare alla velocità massima di 34 nodi.



38' SOFT TOP

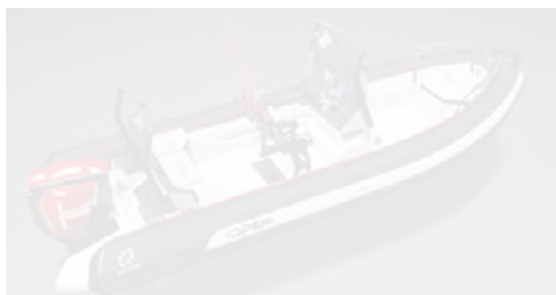
► The Turkish yard Mazu Yachts has presented a new version of its 38-footer featuring a soft top. Designed by Halit Yukay, the yacht has been sold to an European boat owner. With two Volvo Penta IPS 400 engines it can reach a maximum speed of 34 knots.

OPEN 7 BY ZODIAC NAUTIC

► Evinrude, in collaborazione con Frydenbo Marine, distributore nautico leader in Scandinavia, sta supportando il lancio internazionale del nuovo Open 7, gommone semirigido costruito da Zodiac Nautic.

OPEN 7 BY ZODIAC NAUTIC

► Evinrude, working in partnership with Frydenbo Marine - Scandinavia's leading nautical distributor - is backing the international launch of the new Open 7, a semi-rigid inflatable made by Zodiac Nautic.



BENETTI NOW FAST

► Presentati al Miami International Boat Show i progetti della linea Benetti Now Fast che coniugano i tratti eleganti, tipici delle barche del cantiere italiano, con linee più aggressive e sportive. I progetti si svilupperanno sulla base del BF164 di 50 metri, del BF184 di 56 metri e del BF224 di 68 metri.

BENETTI NOW FAST

► Designs for the Benetti Now Fast range that bring together the elegant lines that characterise these Italian-made boats, with a more aggressive and sporty look, have been presented at the Miami International Boat Show. The designs will be developed on the platforms of the 50-metre BF164, the 56-metre BF184 and the 68-metre BF224.



MANGUSTA 132

► È stata varata la seconda unità della serie Mangusta 132. Il maxiopen di Overmarine ha una velocità superiore ai 40 nodi.

MANGUSTA 132

► The second unit of the Mangusta 132 series has been sold. The maxiopen by Overmarine has a top speed of more than 40 knots.



FRANCESCO CARBONE

► Nominato nuovo general manager della divisione yachting del cantiere nautico Palumbo.

FRANCESCO CARBONE

► He has been appointed as new General Manager of the yachting division at Palumbo yard.



IL VARO SI AVVICINA

► Iniziato l'allestimento finale del Numarine 32 XP Explorer Yacht disegnato da Can Yalman.

THE LAUNCH IS GETTING CLOSER

► The final stage of the construction of the Numarine 32 XP Explorer Yacht designed by Can Yalman has begun.

Firenze made in Tuscany



*The Maxi Open 42's silhouette
as seen from a height*



22 20

Queens of the Sea

REGINE DEL MARE

di Matteo Grazzini

The Overmarine Group fleet grows
with the new Mangusta flagships
La flotta di Overmarine Group si amplia,
arrivano le nuove ammiraglie Mangusta

It takes the name of a small carnivorous (the mongoose), a very agile but quite terrestrial animal. Yet its characteristics are those of a high-speed Maxi Open or a luxury, high-performing yacht with an elegant design. When you say 'Mangusta' and you are speaking of the sea, you are indeed talking about the brand name of the Overmarine Group, established in 1985 by the Balducci family. Very well-known as early as the 1960s in the luxury vessel industry, the company is currently the sixth most important in the world in terms of yacht meters produced: 771,16.

They have built over three-hundred yachts in thirty years, comprising Maxi Open yachts and displacement yachts under the brand name Mangusta GranSport and Mangusta Oceano. But their shipyards have also built peacekeeping and coast guard ships under the Effebi brand name.

After its successes in the segment of the 30 to 50 meter fast yachts, the Viareggio-based company has cut out a primary role for itself in the industry of long range megayachts and fast displacement yachts. The company combines high-performance, comfort, large volumes, advanced technical features, luxury, handcrafting, Italian style and bespoke interiors to produce unique yachts made to order for clients from around the world. This is one of the reasons why they have opened two sales offices abroad, one in Golfe Juan, on the French Riviera, and the other in Miami. The Group has ten production plants in Tuscany - in Viareggio, Massarosa, Massa and Pisa - for an overall 190,000 square meters of covered and uncovered areas. Once the yacht has been built, it is taken to one of the piers inside the port of Viareggio equipped for the final outfitting and with berthing facilities. All the building processes - planning, mold construction, pressing and rolling of the composite material, plate cutting, final outfitting, installment of electronics and equipment - are carried out at the companies of the Overmarine Group.

It was to be expected that such an organization should produce this wide a range of yachts, which currently

Il nome che lo contraddistingue è quello di un carnivoro piccolo, scattante ma molto legato alla terraferma, le caratteristiche sono invece quelle di un Maxi open veloce o di una yacht di lusso dalle forme sinuose ma padroni del mare. Dire "Mangusta" quando si parla di acqua significa infatti parlare del brand di Overmarine Group, società nata nel 1985 dalla famiglia Balducci, un nome in voga (termine non casuale) già negli anni '60 nel settore delle imbarcazioni di pregio, e adesso settima azienda al mondo per metri di yacht prodotti: 771,16.

Trenta anni di attività che hanno portato al varo di più di trecento unità tra i Maxi Open e i dislocanti a marchio Mangusta GranSport e Mangusta Oceano. Ma dai cantieri Overmarine sono uscite anche navi peacekeeping and coast guard a marchio Effebi.

Dopo i successi nel segmento di imbarcazioni veloci dai 30 ai 50 metri, l'azienda viareggina si è candidata a un ruolo di primo piano nel mondo dei megayacht a lunga percorrenza e delle imbarcazioni dislocanti veloci: il mix tra prestazioni, comfort, volumi importanti, contenuti tecnici, lusso e artigianalità, stile italiano e interni su misura consente la creazione di yacht dalle caratteristiche uniche, misurate sulle richieste dei clienti che, ovviamente, arrivano da ogni parte del mondo. Anche per questo l'azienda ha aperto due uffici commerciali all'estero, uno in Francia, a Golfe Juan, in Costa Azzurra, e l'altro a Miami.

Dici invece gli stabilimenti produttivi in Toscana, distribuiti nell'area di Viareggio, Massarosa, Massa e Pisa, per un totale di circa 190.000 metri quadrati tra aree coperte e scoperte: una volta costruita la barca viene poi portata in una delle due banchine nel porto di Viareggio attrezzate per l'allestimento finale e la sosta.

Il tutto, per dirla con termini più abituali per gastronomia o agricoltura, con un processo di "filiera corta" visto che ogni processo, dalla progettazione e costruzione dello stampo, allo stampaggio e laminazione in materiale composito, al taglio delle lamiere, fino all'allestimento finale, comprese l'elettronica e l'impiantistica di

Firenze (made in Tuscany) 163

Firenze made in Tuscany



The Maxi Open 42's lounge area

includes fast 72 to 215 feet Maxi Open yachts under the brand name Mangusta, the 40 to 60 meter ocean-going Mangusta Oceano yachts and a Fast Displacement yacht line: the Mangusta GranSport (the latest being the MGS 44). The immediate future (tank test in May, plate cutting in September and delivery in 2019) is therefore represented by this yacht developed by designer Alberto Mancini: sliding glass doors, bow deck sunbridge with lounge and Jacuzzi for six.

From a more technical standpoint, its features aim at high performance at sea and comfort: electric trimming flaps and three MTU 16V 2000 motors, with the central one coupled with a Roll Royce waterjet. Maximum speed: 26 knots; autonomy: 3000 miles at 11 knots and over 1000 miles at 20 knots.

The present is instead represented by the Maxi Open 42, the steel and aluminum displacement yacht presented in 2016. A three-deck vessel whose launch officially marked the Group's entry into world of long-range yachts and which was awarded the 2016 World Yachts Trophy for the Best Layout in the '38-54 meter category.

Also planned by Mancini, it combines luxury with high performance and is defined by bow-deck pool.

Currently in construction at the Pisa shipyard is the Mangusta GranSport 54, already sold and scheduled to be delivered in the summer of 2018. The latest launched, on Valentine's Day, is the second unit of the Mangusta 132 series, a 40-meter yacht with a traditional design and reduced rolling movement compared to the previous models, but with the same fuel consumption. A new design for the glass panels, and interiors jointly planned by Overmarine's design department the boat owner's team.

bordo, avviene all'interno di società di Overmarine.

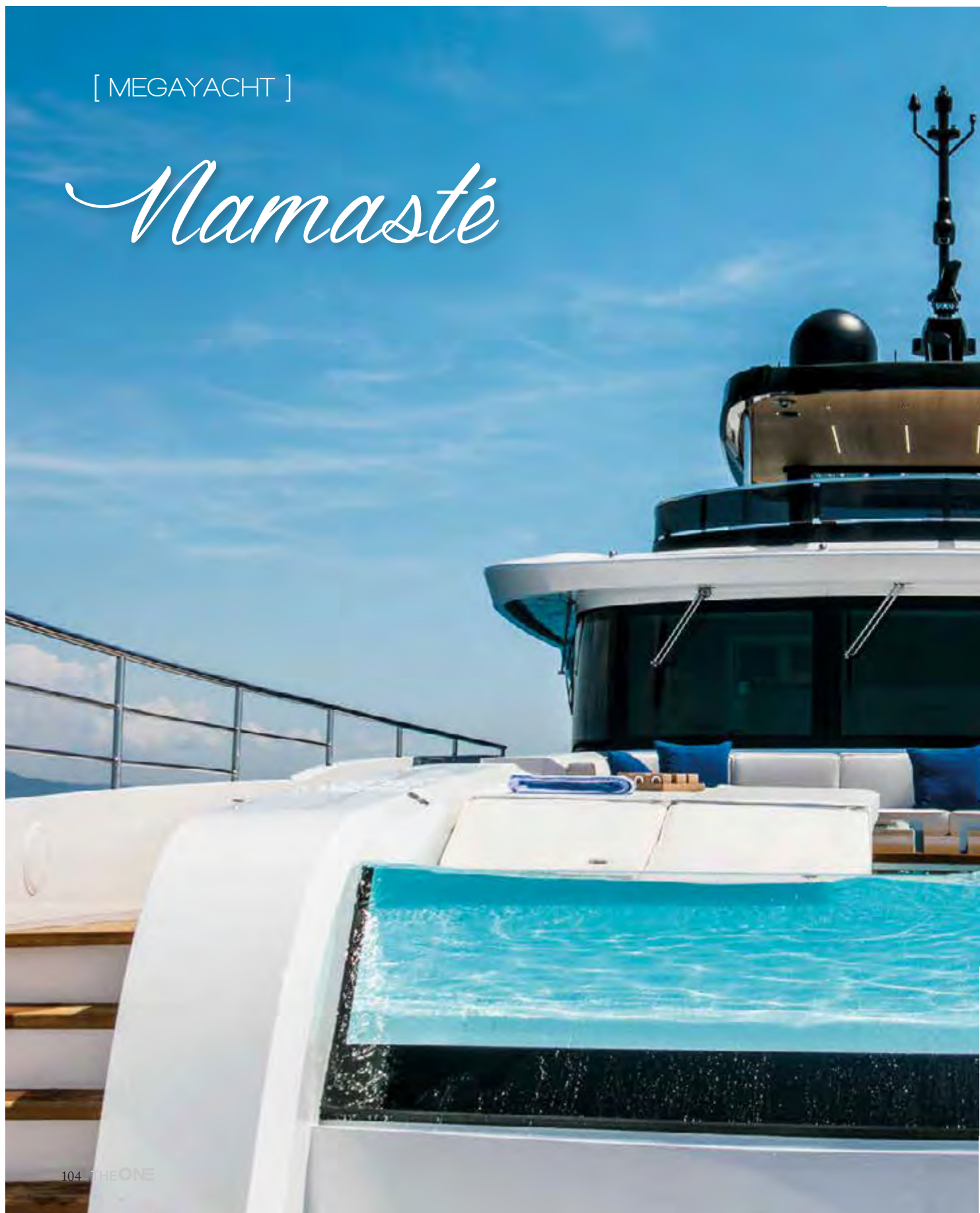
Normale che da un'organizzazione simile sia nata una gamma ampia, che adesso comprende Maxi Open veloci a marchio Mangusta dai 72 ai 215 piedi, la linea delle navi ocean-going a marchio Mangusta Oceano dai 40 ai 60 metri, e la linea di imbarcazioni Fast Displacement, i Mangusta GranSport, con l'ultimo progetto presentato, quello del MGS 44. L'immediato futuro: tank test a maggio, taglio della lamiera a settembre e consegna nel 2019 è quindi rappresentato da questa ammiraglia, firmata da Alberto Mancini: porte vetrate scorrevoli, sunbridge di prua con zona lounge e vasca idromassaggio per sette persone. Dal punto di vista più tecnico le dotazioni sono improntate al binomio tenuta di mare-benessere: stabilizzatori elettrici a piuma, tre motori MTU 16V 2000 con il centrale abbinato ad un idrogetto Roll Royce. Velocità massima prevista 26 nodi con autonomia fino a 3000 miglia ad 11 nodi e sopra le 1000 miglia a 20 nodi.

Il presente invece è il Maxi Open 42, primo dislocante in acciaio presentato a fine 2016. Un tre ponti che, col suo varo, ha sancito l'ingresso ufficiale del gruppo Overmarine nel mondo dei long range e che si è aggiudicato il premio World Yachts Trophies 2016 per la categoria "Best Layout", imbarcazioni '38-54 metri. Nato anche questo sul tavolo di Mancini abbina lifestyle a prestazioni elevate e che ha nella piscina di prua l'elemento più caratterizzante, ha cantiere a Pisa c'è invece il Mangusta GranSport 54, già venduto e in consegna nell'estate 2018, mentre l'ultima varata, nel giorno di San Valentino, è la seconda unità della serie Mangusta 132: un profilo tradizionale per un 40 metri dal rollio ridotto rispetto ai modelli precedenti, al pari dei consumi. Cambiate anche le vetrate, mentre gli interni sono il frutto una collaborazione tra l'ufficio artistico di Overmarine ed il team dell'armatore.



[MEGAYACHT]

Namasté





Past and future, space and sporty attitude - a skilful combination successfully achieved on board Mangusta's new Long Range, designed by Alberto Mancini. Interiors with select materials and prestigious finishes evoke an intense exclusivity

by Fabio Petrone - ph. by Maurizio Paradisi



THE ONE 105

The Overmarine Group has made a name for itself in the fast open maxi sector – the Mangusta line the yard is famous for boasts over 300 craft from 22 to 55 metres in length - but with this Mangusta Oceano 42-metre it has triumphantly inaugurated a new long-range production line, with 46, 55 and 60-metre models also currently on the cards.

The flair and originality of Alberto Mancini's designs convinced Maurizio Balducci, CEO of Overmarine Group, to entrust him with an important, if not crucial, model for the yard. The Mangusta Oceano 42 number 1, called Namasté, is the Trieste designer's first yacht over 40 metres, and was a something of a challenge, given the tough job of inaugurating the large metal yacht line intended for long-distance ocean sailing.

The Mangusta Oceano 42 is a refined mix that will conjure up images of the past, but it also shows a definite commitment to Mangusta's future, with generous spaces and elements that emphasise its sporty character, the brand's true DNA. It features a series of conceptual, development and design innovations, which have made it one of the year's most widely-admired yachts. We think that of the all the craft we visited at the shows, this was the most original, especially where the interiors are concerned. On the main deck the nubuck and leather Minotti sofas complement the nubuck and leathers used for the entirely custom-made furniture, including the specially commissioned Bespoke tables. The wenge-style varnished oak flooring is clad in Ralph Lauren carpets in the living and dining areas, as well as forward, both with contrasting brown and beige geometric patterns.

All the ceilings are clad in Alcantara or raw silk, creating a warm yet bright interior. The owner's cabin, also on the main deck, has planed and wenge-varnished oak underfoot, partially covered by an ivory-coloured bamboo fibre carpet. Two nubuck and fabric sofas face the balcony that opens up the space to the sea. The en-suite bathroom is large and extremely beautiful, featuring Eramosa marble in the shower and floors.

The yard has named the four cabins that make up the lower deck sleeping area after four of the world's most famous seaside destinations – Saint-Tropez, Bodrum, Bergama and Mauritius – emphasising the yacht's globetrotting credentials and giving a clue to the variety of decorative schemes. Marble is a constant in all the bathrooms, coordinated in a different way in each one – Thassos and Botticino, Thassos, Olimpo and Sicis with royal and cobalt blue, Thassos, Olimpo and Sicis with Therapy green mosaic, and Thassos with teak. The taps and fittings are different, too – Faubourg, Onix Noir, Bamboo Cristal Clair and Bamboo Cristal Arancione, and the cabins have different types of flooring – white-painted planed oak, hazel coloured planed oak and teak with white wood seams. Not forgetting the doors – natural oak with a silky suede inlay, natural oak with leather inlay, natural oak with embossed leather inlay. One of the few constant elements is the nubuck used for the furniture.

The yacht can be regarded as a symbol of the quality that Viareggio, the centre of Italian yachtbuilding, and the Overmarine Group can offer with their luxurious, exclusive craft.

www.overmarine.com





An evocative shot from above of Namasté under way, and the main deck conversation area. Opening page, the lovely infinity pool with waterfall. An illuminated skylight in its floor fills the owner's suite bathroom below with an original play of refractions.



Warm, complementary or contrasting shades are used for the yacht interiors. This page, the main saloon and dining area are surrounded by full-height sliding window panels that combine with the open bulwark to eliminate any interruption between yacht and sea. To side, the specially-made upper deck lounge, which can be converted into a cinema, and the owner's suite sleeping area with balcony, featuring ivory cream bamboo carpeting





The Yacht Designer

Alberto Mancini

I approached this job with an in-depth study of the Mangusta brand, its characteristics and design philosophy, and then began to produce hand-drawn sketches to sum up every point, every style feature, every distinctive element that has made its mark on the brand's history and its yachts. It was a long, complex task that demanded an enormous commitment. I also had to enter into the Mangusta mindset and assimilate every aspect of it. Creating a metal yacht isn't like producing a yacht from a mould, there are technical differences that normally influence the designer's work. However, after such an in-depth study of the brand's history, I involved all the people who took part in the construction of the Mangusta Oceano 42, including the welders, in the analysis and development of the new line, making it possible to create shapes and stylistic elements that retain the Mangusta imprint. I think that having the opportunity to design the entire yacht, exteriors and interiors, had a fundamentally important influence on the final result because, in terms of design and development of the spaces, it's the



best approach to adopt when you want to integrate them into a single concept.

One characteristic of the yacht that I've tried to make sure conforms to the Mangusta tradition is the relationship between the availability of internal and exterior spaces, which is always high on an open yacht. An equation that's not always easy to solve on a motoryacht like the Mangusta Oceano 42, but I think that the result, with the generous exterior decks, is more than satisfactory. The link between the interiors and exteriors and guests and the sea – a striking feature that the owner took great interest in and appreciated a great deal – is created by the yacht's aft. There, we created a beach area that extends significantly when the transom drops, providing the sort of space you'd expect on a much larger yacht. We achieved this by adopting a different, radical design choice, shifting the tender garage right up to the bows.

An elegant, modern three-decker with a wonderful balance between interior and exterior spaces. The influence of the Mangusta

DNA is clear in the profile, where taut lines coordinate with softer elements. The windows provide a strong dynamic impulse and the bodywork is rich in details inspired by car design, with numerous intersections between concave and convex surfaces





Interior Design Alberto Mancini

I've tried to open out the interiors, making them as light and airy as possible, especially through a holistic use of light, a philosophical approach to lighting design that I've researched intensely. This involves using the natural light flowing from the outside to the interiors, passing through surfaces that are usually impenetrable, and light flooding in through the large windows present throughout the yacht, together with artificial units positioned to cast an indirect light, creating a sensation of space, of being on board a larger craft. To give this feeling an omnipresent impact we paid a lot of attention to eliminating potential architectural barriers that could interrupt the sweeping perspectives. A lot of the interior furnishings were made to measure for this yacht – of course, this all reflects a combination of the owner's tastes and my creativity, which I prefer to rely on, rather than looking at what others are doing. When necessary I seek inspiration in industrial design, especially auto design for the exteriors. That's probably the area with the most intense emphasis on research, and it's the one where manufacturers provide the most exciting stimulus. I also draw on art, one of my passions, nature and everything I encounter during my frequent

international journeys. My studio carried out some in-depth research for the interiors of the Mangusta Oceano 42, seeking highly original elements, not just for their own sake, as a mere stylistic exercise, but integrated into a setting offering liveability, practicality, and a sensation of wellbeing.

On Namasté I've tried to create a furnishing and decor project based on a play of colours, sometimes matching, sometimes contrasting, and also on a variety of materials that express a level of superior exclusivity. It's a full-custom build in the literal sense of the phrase, where every element of the furnishing and decor is specially designed to take its place on board.

The sun deck sofas are by Bespoke, as is the teak, glass and polished steel table. The table mount includes clear glass inserts that allow light to enter the deck below, a concept that extends right down to the beach club, where Paola Lenti loungers again make an appearance. The aft hatch opens downwards over the sea, adding to the space. To side, Alberto Mancini and his team, the designers of the yacht's interiors and exteriors



ph. P. COSSICH

The Shipyard

Francesco Frediani, Overmarine Commercial Director



For us, the Mangusta Oceano 42 marked the culmination of an extended gestation period, a time filled with research, study and harmonising the new ideas, often original insights into yacht design, proposed by Alberto Mancini. The Mangusta Oceano 42 is also a base, a starting point from which the Overmarine Group can enter the classic motoryacht sector. This pleasure yacht market is new to us, as previously we'd always built maxi opens. So I'd say that this yacht is absolutely crucial

because it's the first in the Long Range series produced under Mangusta Oceano name, and it's also the first of the new metal builds. The Mangusta Oceano line comprises craft of 42, 46, 55 and 60 metres, and embodies our vision of a long-distance yacht, with large spaces, displacement hull, limited consumption and exceptional range. To be specific, the Mangusta Oceano 42, with a second example already under construction, is extremely refined from a stylistic viewpoint, and none of the details are there by chance. Above all, it's a yacht where the owner and guests can enjoy their cruise in total comfort. It's not often that luxury and practicality, together with refined yet totally functional interiors, come together so successfully, but that's what Alberto Mancini has achieved here – that's the added value of his work. The omens for the Namasté project were good right from the very beginning – the owner fell in love with a brochure image of the yacht, but he was also won over by seeing that the work of a reliable yachtbuilder, an inspired designer and a passionate team can nurture an idea, starting from just a few sketches but eventually transforming the dream into reality.



Mangusta, the leading maxi open builder, enters the displacement yacht world with Namasté. She has a steel hull and aluminium superstructure, and sails at a cruising speed of 11 knots. Top, designer Alberto Mancini, Francesco Frediani (left) and Katia and Maurizio Balducci, CEO of Overmarine



Yacht Premiere





MANGUSTA OCEANO 42

by Overmarine Group with Alberto Mancini/Overmarine Group Design Department

Overmarine Group, the world leader in the large open semi-custom sector, is now entering a new era in its history of yachting successes with the Mangusta Oceano 42.

Mangusta Oceano 42 is a ship rich in innovations, from stylistic content to various specifics connected to the Overmarine shipyard, which, for the first time in its history, is tackling a yacht that is completely different from those it has built to date. For 30 years now, the Italian shipyard has captured the attention of enthusiasts all over the world with its production of planing yachts in composite of the highest quality and with cutting-edge technical content. This is a sector in which the shipyard has not only often set the trend, but where it has always excelled with high-performance vessels, each a semi-custom creation. That's 30 years of development by Mangusta of naval platforms typified by high performance and design that has become iconic in the large open sector. The shipyard's entrance into the steel and aluminium displacement vessel segment is

therefore a very important step for Overmarine Group. However, Maurizio Balducci, the Group's Managing Director, has emphasised that although the company is going into an entirely new segment, it is crucial to keep the Mangusta DNA unchanged. This does not just mean stylistic elements that are restated in the design of the new vessels in the Long Range lines, whose existing vessels include the Mangusta Oceano 42 and Fast Displacement, of which the first vessel has already been sold and construction work on it has already begun. It is also about continuing to express the principles underlying everything the shipyard builds – innovation, customisation, and technology in the service of comfort and performance. This is certainly no easy task for all those involved in the development of new projects, nor is it easy for the Group personnel whose job is to give concrete form to these ideas. For the development of the first hull in Overmarine's new venture, the Group chose a young designer with huge technical and creative abilities. ➤



MANGUSTA OCEANO 42

We have been impressed with his work before, as he has entered the world of yachting discreetly but with projects that immediately showcased his talents. We are talking about Alberto Mancini, to whom Maurizio Balducci gave the difficult task of “creating a three-deck vessel that expresses Mangusta’s DNA to the fullest in a market segment that the Group has never entered before”. In our view, with Oceano 42 Alberto

EVERY ASPECT
CONTRIBUTES TO A
TRULY EFFECTIVE
RESULT FROM
BOTH AN AESTHETIC
AND A FUNCTIONAL
POINT OF VIEW.

Mancini has succeeded in demonstrating his great talent, not just because he successfully and completely fulfilled the requirements of Overmarine’s MD, but also because he did so in a segment where finding a highly innovative exterior and interior design in which every element is finely balanced between

form and function is no simple matter. The moment we set foot on board the vessel, we were immediately struck by the pleasing sense of spaciousness present in every area and by the fact that it is possible never to lose sight of the sea, while the eye is free to wander from the interior and the exterior all the way to infinity. We asked Mancini to tell us about his work to help us understand how he came to devise a design with such complexity of form yet with perfect harmony between the exteriors and the interiors which, we would add, were happily both placed in his hands. Mancini told us: “*The project began as a challenge. In the briefing, Maurizio Balducci asked me if I was capable of creating a three-deck displacement vessel while still retaining the Mangusta spirit. I began studying the history of the Mangusta brand in depth, its stylistic elements and its design philosophy, and developing drawings by hand to synthesise each point. Injecting the Mangusta DNA into a completely new project in terms of both type and construction materials was obviously a process that required a huge amount of ground work. Everyone’s commitment and passion allowed us to create the Mangusta Oceano 42, and when I say ‘everyone’ I really do mean everyone involved. The welders painstakingly followed the designed forms to perfection, although they were sometimes very complex on the superstructure. There are forms that I thought would only be possible with the use of moulds and composites, but the yard’s shipwrights successfully created them and did so impeccably.*” We made the same observation when we saw the complex forms of the superstructure, which make a decisive contribution to the end result. When we were told that it had all been done as planned in aluminium, we understood just how much work and passion the shipyard had poured into this project. In terms of the Mangusta DNA, Mancini said: “*The Mangusta spirit is intact, with elements such as the aft lines reinterpreted in a*

new key to suit a three-deck displacement yacht, but echoing the style of the large Open yachts. Then there is the sloping stern to create dynamism, inspired by automotive design. The slits of light in the full-beam transom are also an innovation in this category, making it possible to enjoy the beach area even when travelling at over 10 knots. One of the things I tried to do was to eliminate as far as possible the feeling of claustrophobia that that kind of environment inevitably has when the hatch is closed, then with the hatch open, you have the impression of walking over the sea on rectangular windows. I must say that this element was very well received, also by the buyer. The shipyard gave me carte blanche and even left me to develop the more complex shapes, to the point that I admit I found the Mangusta Oceano 42 more beautiful in the water than I already found her on the renders, highly satisfying. I was in tune with the shipyard and the project, and that made everything easier. On Mangusta Oceano 42, the cornerstones of the project are the use of light, which is a characteristic element of every design of mine but in this case I was able to express it fully, giving free rein to many ideas I had been developing for some time. The pursuit of this idea follows two clearly defined pathways. The first is the use of natural light, which is present throughout the exteriors and interiors, while the second is artificial light, which is always indirect. The light itself makes it possible to amplify the perception of space on board with careful use of windows of varying levels of transparency. What I wanted to achieve is the feeling of being on board a larger yacht. For example, on the bow sun bridge, the swimming pool has three separate windows in the base – three real skylights that, when the pool is full, fill the Owner’s bathroom below with reflections of light from the water. These are only details, but details never seen before on a 42-metre yacht and Owners appreciate innovations such as this. In the stern, meanwhile, the water illuminated by the underwater spotlights filters upwards and lights the windows that can be walked across on the beach club platform. I must say that this project was blessed from the beginning – the Owner fell in love with it from the brochure alone. I would say that it is an example of how a serious shipyard and a design team full of passion can succeed in selling large yachts starting from a graphical representation that inspires dreams and imagination.” Light undoubtedly plays a fundamental role in the perception of space on board this yacht with all its rich stylistic content. This content can also be found in the interiors, again devised and designed by Mancini and therefore in perfect harmony with the exterior lines. One of the elements we found very striking was the creation of four guest cabins, each in a different style and bearing correspondingly different names – Saint Tropez, Bodrum, Mauritius and Bergama. ➤







Yacht Premiere





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MANGUSTA OCEANO 42





MANGUSTA OCEANO 42









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MANGUSTA OCEANO 42







MANGUSTA OCEANO 42

The designer says: *"The idea suggested, which the owner accepted enthusiastically, was to give the guests four different symbolic 'keys' playing on different themes. The result is four spaces with four completely different styles and material selections, from parquet to leather via fabrics, based on an in-depth study of each country theme."*

The designer's creativity together with the shipyard's capacity for production were the key ingredients in the success that the Mangusta Oceano 42 enjoyed at the Cannes Yachting Festival among the public and the specialist press alike. She is a genuinely original, different yacht, with a huge amount of brand-new content and can even make a comment that is now all but worn out by most yacht builders seem less banal, namely *"look around, doesn't it seem like you're on board a bigger yacht?"*. On the Mangusta Oceano 42, this question certainly finds fertile ground, because that is genuinely the result, and it did not take a miracle, but rather very careful management of perspective. The other key ingredient was the interplay of light described by Mancini which required such care in the construction process, as natural and artificial light play fundamental roles throughout the yacht, giving form to all her constituent elements.

Mancini concludes: *"When I think about how everything that the Mangusta Oceano 42 is now was just a mountain of sketches and renderings, it sends shivers down my spine."*

There are so many design elements that work in two ways, contributing to the final visual result at the same time as fulfilling the underlying logic of the project, such as the balcony in the Owner's suite, which facilitates visual contact with the sea even when it is closed thanks to the inclusion of a glass insert. Many other elements such as transparent materials, backlit satin-finished glass and indirect lighting from recesses make it possible for each shape to be enhanced in line with the perspective sought by the designer and skilfully managed in every space, again by the person who devised each individual component with the greatest care.

This is certainly one of the vessels we have found most striking in recent years, with exteriors that are consistent with the interiors and where every aspect contributes to a truly effective result from both an aesthetic and a functional point of view.

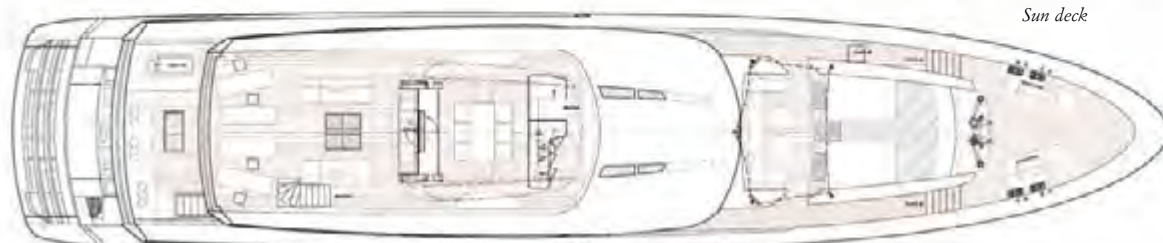
*Angelo Colombo
Photos by Maurizio Paradisi*



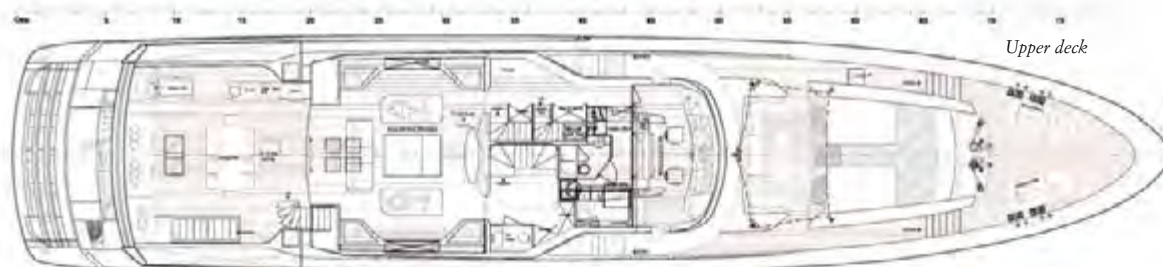
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Profile



Sun deck



Upper deck



Main deck



Cabin deck



MAIN TECHNICAL DATA

Hull	Steel
Superstructure	aluminium alloy
LOA	41.4 m / 135'83" ft
LWL	36.74 m / 120'54" ft
Beam	8.7 m / 28'54" ft
Draft	~ 2.5 m / ~ 8'20" ft
Displacement at Full Load Cond.	~ 390 ton / ~ 859.794 lbs
Gross tonnage	440 GT
Fuel Oil - Main Tank	~ 55,000 litres / ~ 14,529 US gallons
Fuel Oil - Day Tank	~ 9,200 litres / ~ 2,430 US gallons
Fresh Water Tank	~ 13,000 litres / ~ 3,434 US gallons
Grey Water Tank	~ 5,800 litres / ~ 1,532 US gallons
Black Water Tank	~ 2,600 litres / ~ 687 US gallons
Max speed (half load)	approx 15 knots
Cruising speed	approx 11 knots
Range	5279 nm @cruising speed (one generator running at all times)
Engines	2 x MTU 12V 2000 M72, 1080 kW (~1450 HP)
Transmission	2 x ZF 3350 gearboxes + shaft line with Fixed Pitch Propeller
Bow thruster	CMC Marine Bow Thruster Diesel Generator: 2 x KHOLER model 100 marine generator, each having a capacity of 99 kW, 380 VAC, 50 Hz, three-phase.
Stabilizers	2 x CMC Marine Stabilizing Fins - "Zero Speed" and "Underway"
Classification	ABS A1, Commercial Yachting Service, E, AMS- MCA Code Compliance.
Guests	1 Owner's + 4 Guest cabins (up to 12 people)
Crew	1 Captain's + 3 crew cabins (up to 7 people)
Exteriors Designer	Alberto Mancini
Interiors Designer	Alberto Mancini / Overmarine Group Design Department
Builder	Overmarine Group S.p.A. www.overmarine.it info@overmarine.it

➤ MANGUSTA OCEANO 42

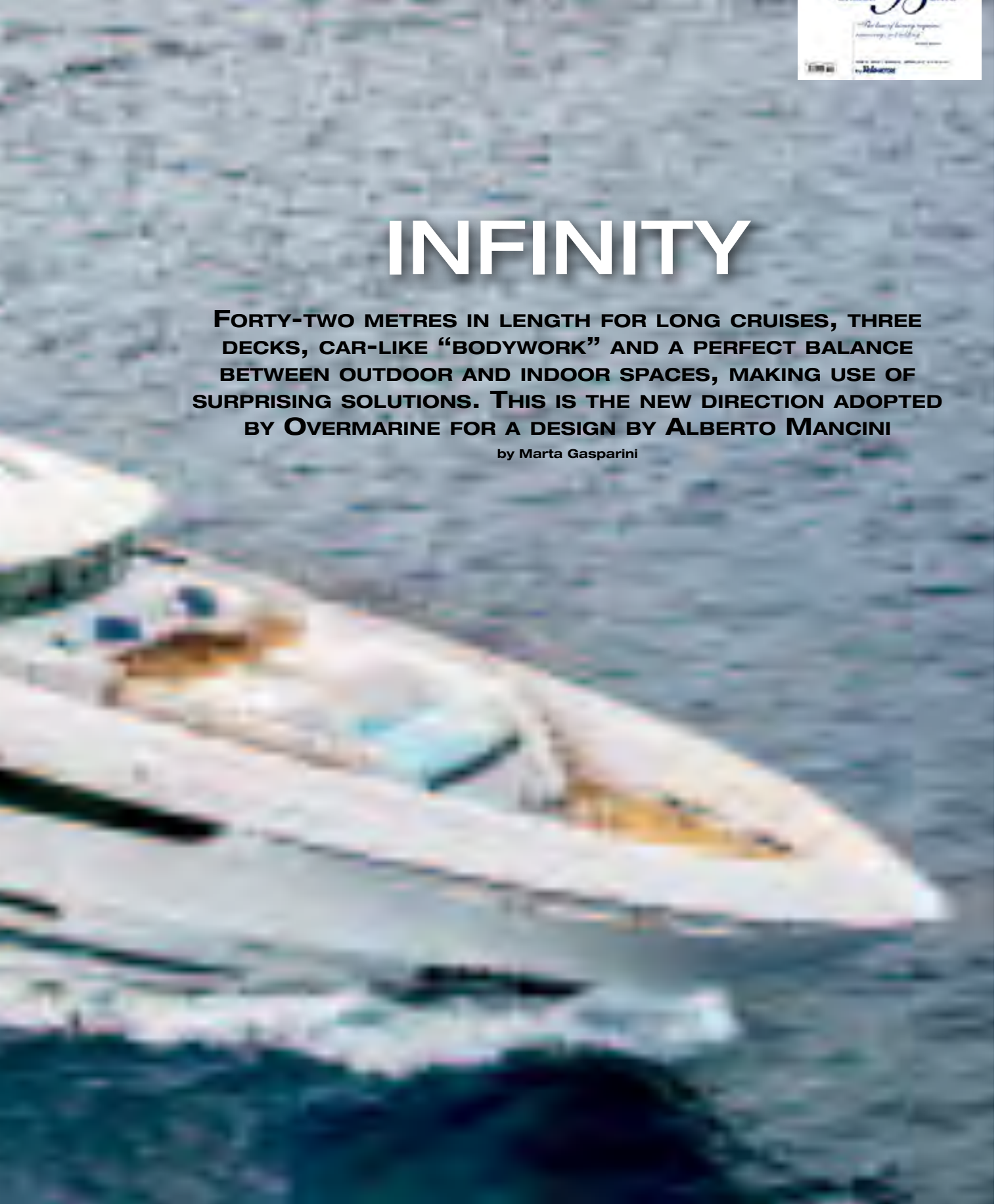




INFINITY

FORTY-TWO METRES IN LENGTH FOR LONG CRUISES, THREE DECKS, CAR-LIKE “BODYWORK” AND A PERFECT BALANCE BETWEEN OUTDOOR AND INDOOR SPACES, MAKING USE OF SURPRISING SOLUTIONS. THIS IS THE NEW DIRECTION ADOPTED BY OVERMARINE FOR A DESIGN BY ALBERTO MANCINI

by Marta Gasparini



Barche da Sogno

► MANGUSTA OCEANO 42



On the left-hand page, the windows of the saloon on the main deck slide: once opened, the perception of infinity expands thanks to the transparency of the gunwales. The ceilings are panelled in raw silk and Alcantara, the walls and the floors on oak. At bottom left, the owner's cabin and bathroom with Eramosa marble-lined shower worked to simulate parquet, and repeated in the leather headboard. The contact with the ivory-coloured carpet of bamboo fibre is pleasant.



THE SECOND MANGUSTA OCEANO 42 WAS SOLD A FEW DAYS AFTER THE LAUNCH OF THE FIRST AND IT CONTINUES TO PLEASE

It only happens with Mangusta. Each new model is news, an event. In short, it marks a step forward, because the Tuscan boatyard, which specialises in the construction of semi-custom maxi opens, has officially entered the world of displacement or 'long-range' ships, to use a term that has become trendy. It has done so with this three-decker ship, the first to be built of metal, the first to be built in the new yard at Pisa and the first entrusted to the pen of Alberto Mancini. The Trieste-born designer, with a past in the design team of Riva, a succession of collaborations with prestigious studios, from Ken Freivokh to Carlo Nuvolari and

Dan Lenard, has laid out Mangusta's new route. His exclusive touch, characterised by lines inspired by the aeronautics and automotive sectors, combined with precise instructions not to betray the Mangusta philosophy of sleek profiles, broad spaces, performance and comfort, has led to the construction of *Namasté*, which in Sanskrit means "greetings". Forty moulded metres to meet the desire for sea, light and its owner's emotions.

We start the visit from the aft platform. At anchor, the tailgate, which is typified by a series of cross cuts revealing a glimpse of a fully-equipped beach area, extends out over the sea, creating a platform where

Above, the guest cabin dedicated to the town of Saint Tropez with the chest serving as nightstand. On the left, one of the guest bathrooms. Note the hidden units: the cover serves as a daybed for relaxing. Above, the cabin that is inspired by Bergama (the ancient kingdom of Pergamon), now in Turkey.

Barche da Sogno

► MANGUSTA OCEANO 42



► **THE NEW MANGUSTA OCEANO 42 HAS BEEN DESIGNED WITH THE AIM OF LOW LEVELS OF NOISE AND VIBRATION**



the glazed surfaces are transformed into a source of natural light and by day filter the reflections of the sun on the water, and at night that of the underwater lights. Is this just a little conceit? No, if anything it reveals commitment, design skills, major testing and approvals from the certification bodies to satisfy a desire for light and a visual contact with water which becomes even more evident further forward.

Still on the lower deck, but amidships, we find the area for guests, comprising four cabins, two doubles and two twins, each with private bathroom. Each cabin boasts a different style inspired by the famous seaside resort named on the entrance doors, with themed combinations of colours and decorations.

Climbing to the main deck, we are immediately won over by what we see: a carefully-arranged open space for the saloon and dining room, in which we feel as though suspended above the sea thanks to full-height windows creating a link with the exterior.



On the left-hand page, one of the jewels of Mancini's project: the bow area with swimming pool. At bottom left, an area of sofas located aft with steel and glass coffee table laid against a glazed opening integrated with the deck, which allows the passage of light to the lower deck. The same table (pictured left) is found on all the decks where there are transparent windows, filtering the light from the sundeck to the beach club. With the garage door closed, the beach area (left) receives natural light from the cross cuts, while when open, the door becomes a beach above the sea. Below, the conversation area on the sun deck.



The hand of Mancini is evident everywhere: having banished sharp edges, he has opted for furniture with soft and sinuous forms, together with alternations of contrasting natural materials: a parquet of planed oak, natural oak panels, plays of Alcantara and leather, steel combined with fabrics and linen panels, silk and stitched and quilted nubuck leather. These specifications were at times a real test for carpenters and upholsterers, but the result is surprising for its refinement and precision.

The conversation area is preceded by two contrasting units in the shape of a trunk, symbol of travel and bearing a reference to Louis Vuitton, where the iconic strap becomes a sort of leather separator. Within each are a fan coil, a fridge and a sink serving the outdoor area, cleverly hidden from view. Between sofas of light lines and proportions, there is a low black glass, leather and steel unit that virtually sep-



Barche da Sogno



Above, the saloon on the upper deck with fine sofas inspired by the world of cars and custom-made furniture design reminding one of Aston Martin. Alongside, the fine effect of the "outdoor saloon" on the sun deck with sofas that continue to the sunbathing area located at the stern. On the right, the dining area with retractable TV.



arates the dining area, characterised by perspective lines upwards and vertical lines highlighted by a LED lighting system. And speaking of lighting design, the combination of direct and indirect light has an important impact in terms of aesthetics: it broadens the perception of space without suffering the presence of cumbersome solutions and easily reduced to classic light fixtures.

As we move forwards towards the bow, we pass the galley, the lobby with staircase that connects the upper and lower decks and a corridor with cupboards that leads us to the full-beam master suite. Here, the bedroom and bathroom are linked via doors of sliding mirrors, creating a single space where the transparent skylight is "decorated" by the water of the swimming pool on the sunbridge above. This show with special effects continues outside on the private balcony that erases any barrier with the sea.

And here we discover the symbol of the entire project: the infinity pool in the bow area of the upper deck. This is a unique feature on a yacht of this size, and it includes two sunbathing "islands" and a waterfall located right in the bows. On the bottom, three glass panels flood the owner's bathroom on deck below with light, repeating the play of links that characterises the project.

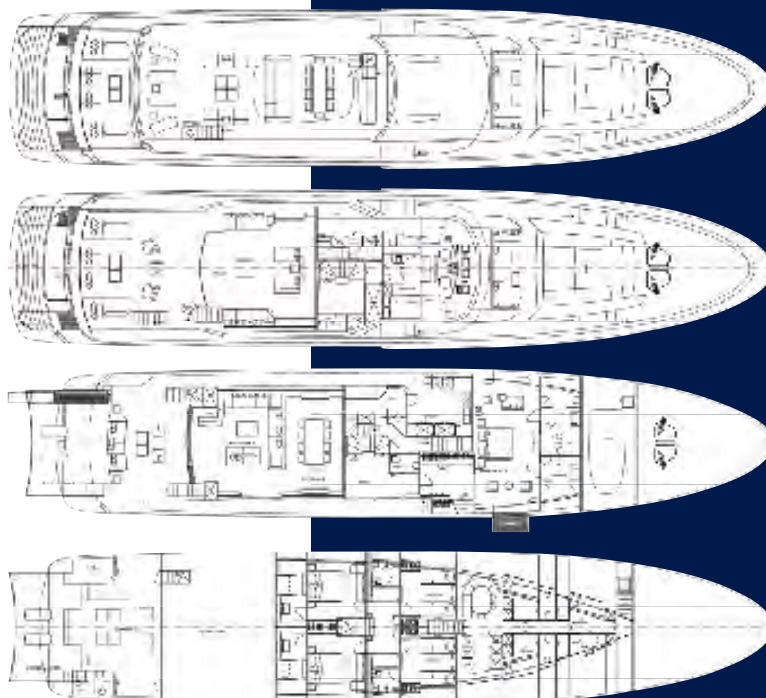
Behind this stands the wheelhouse, clearly derived from the automotive sector, and the adjacent skipper's accommodation. Aft of this, there is a saloon that can be converted into a cinema with panoramic curve TV and three comfortable sofas that can be combined into a single large daybed. The invitation to idleness continues in the exterior cockpit, furnished with furniture designed to create a suspended effect.



Above, the wheelhouse on the upper deck, is of dark leather and Alcantara. The black leather seats with red piping in a racing style, and the console with glass top and integrated red LED lights, suggest the automotive world dear to Mancini. To the left, the side stairs lead to the lobby from the sea.

On the flybridge, we find the hard top panelled in teak with rows of LEDs, offering a functional solution protecting from the sun, a dining area and a bar, as well being a work of art in its own right.

At the technical heart of the Mangusta Oceano 42, close attention has been paid to comfort: noise is reduced at minimum, it offers stability at anchor and at sea, and latest-generation technology and the latest materials have been used. Powered by two Mtu 12V 2000 M72 engines, it has a cruising speed of 11 knots, and a range of over 4,000 miles. Top speed is 15 knots. A point worth making is the lack of noise while under way and the almost total absence of vibration. This result has been achieved thanks to a study of the ship model using specific software and, during construction, by the adoption of solutions to optimise reduction of sources of noise. Feeling is believing!



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ANGUSTA OCEANO 42

EXTERIOR DESIGN
Alberto Mancini

INTERIOR DESIGN
Alberto Mancini with Overmarine

SPECIFICATIONS
Length overall m 42.30 - beam m 8.70
draft m 2.40 - displacement at half load t 350
water l 12,000 - guests 12 - crew 11
construction material: hull of steel,
superstructure of aluminium

ENGINES
2 x Mtu 12V 2000 M72 (1,080 kW @ 2.250 rpm)
top speed 15 knots - cruising speed 11 knots

ADDRESS
Overmarine Group, Viareggio (Italy),
tel. 0039 0584 389364, www.overmarine.it



May 2017

2/5/2017

Mangusta Oceano 42: un long range yacht in puro stile Mangusta | www.pressmare.it



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Superyacht (/category/superyacht)

Mangusta Oceano 42: un long range yacht in puro stile Mangusta

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Overmarine Group, affermatosi nel settore dei maxi open veloci (la gamma Mangusta che gli ha dato notorietà vanta oltre 300 unità prodotte, da 22 fino a 50 metri) con questo Oceano 42 metri ha aperto e con evidente successo, la sua nuova linea produttiva long range, completata dai modelli di 46 e 60 metri.



Mangusta Oceano 42

Mangusta Oceano 42: la nostra visita a bordo

L'estro, l'originalità ma anche la concretezza dei progetti di Alberto Mancini, hanno convinto Maurizio Balducci, CEO di Overmarine Group, a "scommettere" su di lui, affidandogli un'unità importante se non cruciale per il cantiere.

"Namasté", questo il nome dato al primo esemplare di Oceano 42, prima nave oltre i 40 metri nella quale si è cimentato il

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Mangusta Oceano 42: un long range yacht in puro stile Mangusta | www.pressmare.it

designer triestino, ha avuto il sapore di una sfida, visto il difficile compito di inaugurare con essa la nuova gamma di grandi unità in metallo, mirata alla navigazione oceanica su lunghe distanze.



Mangusta Oceano 42

L'Oceano 42 è effettivamente un raffinato mix capace di evocare il passato ma anche fortemente orientato al futuro di Mangusta, una nave dai grandi volumi ma con elementi che ne sottolineano la sportività, vero gene del brand. È un modello condito d'innovazione in termini concettuali, progettuali e di design, che ne hanno fatto una delle unità da diporto più ammirate dell'anno, premiata dalla critica e dal pubblico. A nostro personale giudizio fra le barche visitate ai saloni, è stata quella con maggior contenuto di originalità soprattutto per ciò che concerne gli interni.



Mangusta Oceano 42

Sul ponte principale i divani Minotti in nabuk e cuoio, si abbinano al nabuk e alla pelle che sono stati utilizzati per le finiture dei mobili, tutti custom, compresi i tavoli Bespoke, appositamente commissionati. Sui pavimenti in rovere verniciato in stile wengè, ci sono tappeti Ralph Lauren sia nel living sia nella zona pranzo, che è a pruvavia, entrambi con motivi geometrici in contrasto, marrone e beige. Sono invece in Alcantara e seta grezza tutti i ciellini, capaci di rendere l'ambiente caldo ma al contempo luminoso.



Mangusta Oceano 42

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Anche la cabina armatoriale, sempre sul main deck, in terra ha il rovere piallato e verniciato wengè, parzialmente coperto da un tappeto in fibra di bambù color avorio sul quale sono poggiate due poltrone in nabuk e tessuto, orientate verso la balcony che apre l'ambiente al mare. Molto bello e di grandi dimensioni è il bagno en suite, dove spicca l'utilizzo di marmo Eramosa sia nella doccia sia per i pavimenti.



Mangusta Oceano 42

L'aver dato alle quattro cabine che compongono la zona notte, sul ponte inferiore, i nomi di altrettante località balneari fra le più rinomate del mondo - Saint Tropez, Bodrum, Bergama e Mauritius - se da una parte sottolinea la vocazione globe trotter della nave, dall'altra anticipa la loro diversità negli allestimenti. L'uso dei marmi è una costante per tutti i bagni, ogni volta accoppiati in maniera diversa: Thassos e Botticino; Thassos, Olimpo e Sici a mosaico azzurro e blu cobalto; Thassos, Olimpo e Sici a mosaico verde Therapy; Thassos con teck.



Mangusta Oceano 42

E poi ancora rubinetterie diverse – Faubourg, Onix Noir, Bamboo Cristal Clair, Bamboo Cristal Arancione – parquet delle cabine diverso – rovere piallato verniciato bianco, rovere piallato verniciato nocciola, teck con fughe bianche in legno – porte diverse - rovere naturale con inserto “silky” scamosciato, rovere naturale con inserto in pelle, rovere naturale con inserto in pelle goffrata – ecc.. Una delle poche costanti è rappresentata dalle finiture dei mobili, sempre in nabuk.

La barca può essere considerata davvero un emblema della qualità e della minuziosità che Viareggio, culla del made in Italy nautico, e Overmarine Group, settimo produttore al mondo nell’ambito delle navi da diporto, possono esprimere nell’ambito delle unità più lussuose ed esclusive.

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Mangusta Oceano 42

Il Mangusta Oceano 42 raccontato dal designer: Alberto Mancini

Esterni

Ho apprezzato il lavoro con uno studio approfondito del marchio Mangusta, le sue caratteristiche stilistiche, la sua filosofia progettuale, iniziando a produrre sketch a mano, al fine di riepilogarne ogni punto, ogni stilema, ogni elemento caratterizzante che ha segnato la storia del brand e delle sue barche. Un lavoro lungo, complesso, che ha richiesto un enorme impegno, ma che è stato necessario per entrare nell'anima dei Mangusta, metabolizzando ogni suo aspetto. Realizzare un'unità in metallo non è come produrre una barca da stampo, ci sono delle differenze tecniche che normalmente condizionano anche il lavoro del designer. Invece, proprio l'aver scavato a fondo nella storia del marchio, l'essere riuscito a coinvolgere in questa opera di analisi e di sviluppo di nuove linee, tutte le persone che hanno partecipato alla costruzione dell'Oceano 42, anche i saldatori, ha dato modo di realizzare forme e stilemi che mantengono l'impronta dei Mangusta.



Mangusta Oceano 42

Penso che aver avuto la possibilità di disegnare tutto lo yacht, esterni e interni, sia stata fondamentale per il risultato finale, perché in termini di design e di progettazione degli spazi questo è l'approccio migliore che si possa avere per riuscire a integrarli in un solo concetto...

Una caratteristica dello yacht che ho cercato di mantenere fedele alla tradizione Mangusta è il rapporto fra la disponibilità di spazio interna e quella degli esterni, che su un open è sempre elevata. Un'equazione non semplice da risolvere su motoryacht di volume come l'Oceano 42, ma credo che il risultato, in virtù dell'ampiezza dei ponti esterni, sia più che soddisfacente.

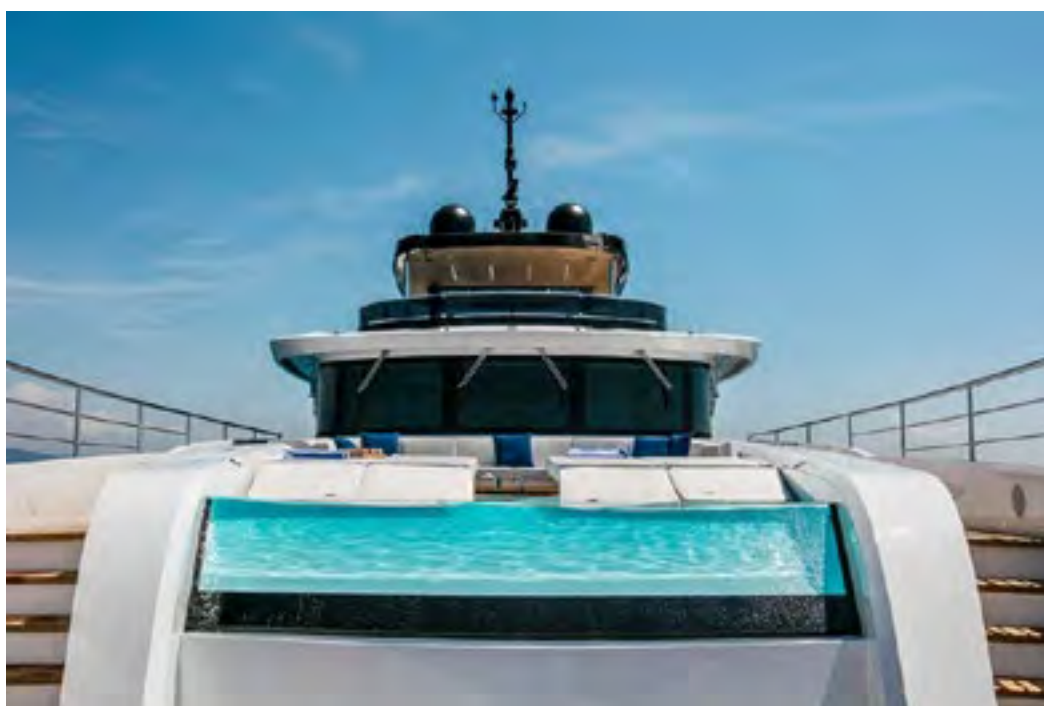
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Mangusta Oceano 42

Una caratteristica di sicuro impatto, trait d'union tra esterni e interni della barca e fra ospiti e il mare, verso la quale gli armatori hanno mostrato molto interesse e apprezzamento, è la zona poppiera dell'imbarcazione. Lì abbiamo creato una beach area che con il ribaltamento della poppa diventa molto grande, consona alle dimensioni di una barca più grande, raffinata, che è stato possibile ottenere con una scelta progettuale diversa e radicale, spostando cioè il garage per il tender all'estrema prua.



Mangusta Oceano 42

Interni

Ho cercato di dare spazialità agli interni rendendoli il più possibile ariosi, soprattutto attraverso l'uso olistico delle luci, un approccio filosofico al lighting design che ho studiato approfonditamente. L'uso della luce naturale che dai ponti esterni passa all'interno, letteralmente attraversando superfici solitamente impenetrabili, e poi quella proveniente dalle ampie vetrate presenti su tutta la barca, abbinati a installazioni di luce artificiale, posizionata in modo da irradiare sempre in maniera indiretta, è volto a dare la sensazione di ampiezza, di trovarsi a bordo di una barca più grande. Per rendere tale sensazione persistente, abbiamo posto grande attenzione anche nell'eliminare potenziali barriere architettoniche, capaci di limitare il colpo d'occhio di chi si trova a bordo.



Mangusta Oceano 42

Tantissimo dell'allestimento interno è stato realizzato su misura per questa barca, ovviamente seguendo il gusto dell'armatore ma anche la mia creatività, cui preferisco affidarmi sempre piuttosto che guardare a ciò che fanno gli altri. L'ispirazione, semmai, la cerco nel design industriale, quando si tratta di esterni soprattutto nel car design, che è l'ambito dove c'è probabilmente più ricerca e maggiore stimolo da parte dei costruttori, ma anche nell'arte, di cui sono appassionato, nella natura e in tutto ciò che vedo nei miei frequenti viaggi nel mondo... Per gli interni sull'Oceano 42 c'è stato un grandissimo lavoro di ricerca fatto dal mio studio, improntato alla ricerca di elementi di originalità non fine a se stessa, come mero esercizio stilistico, ma integrati in un contesto capace di mantenere piena vivibilità, praticità d'uso, offrendo al contempo la percezione di benessere per gli ospiti.

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Mangusta Oceano 42

Negli interni di Namasté ho cercato di proporre un progetto di arredo e decor basato su un gioco di colori, con nuance talvolta in abbinamento oppure in pieno contrasto, ma anche di materiali vari che anche attraverso le lavorazioni riescono a esprimere un livello di esclusività superiore.. È una nave full custom nell'accezione letterale del termine, dove ogni elemento dell'arredo e del décor è stato pensato e realizzato appositamente per essere collocato a bordo.



Mangusta Oceano 42

Mangusta Oceano 42 raccontato dal cantiere: Francesco Frediani, direttore commerciale e marketing di Overmarine Mangusta

Il Mangusta Oceano 42 è stato per noi il punto di arrivo di una lunga fase di gestazione dell'imbarcazione, fatta di analisi, studi e armonizzazione di idee nuove, spesso originali per lo yacht design, che ha proposto Alberto Mancini. Oceano 42 è però anche la base, il punto dal quale siamo partiti per aprire Overmarine Group a un mercato che nel diporto, per noi che storicamente abbiamo sempre realizzato maxi open, non è mai stato il nostro, quello dei classici motoryacht. Direi quindi che si tratta di una barca assolutamente cruciale perché è la prima della serie Long Range, identificata appunto dal nome Oceano, ma anche la prima delle nuove costruzioni in metallo, di cui fa parte anche la linea la GranSport.



Il Mangusta GranSport 44

Quest'ultima, della quale abbiamo recentemente presentato il primo modello GranSport di 54 metri, al di sotto delle 500GRT di stazza e già in costruzione, si caratterizza tecnicamente per l'adozione una carena "fast displacement" capace di garantire velocità fino a 30 nodi, alla quale corrispondono linee sportive.

Oceano, invece, composta da unità di 42, 46 e 60 metri, incarna la nostra visione di barca per le lunghe navigazioni, dai grandi volumi, dislocante, capace di garantire consumi contenuti e grande autonomia. Nello specifico Oceano 42, del quale è già in costruzione la seconda unità, è una barca secondo me molto raffinata stilisticamente, dove anche i dettagli non sono mai casuali, ma è soprattutto una barca dove l'armatore e i suoi ospiti possono vivere la crociera in un contesto assolutamente vivibile. Non sempre, infatti, lusso e praticità d'uso, raffinatezza e piena godibilità degli ambienti vanno d'accordo, mentre Alberto Mancini su questa barca è riuscito a far sposare pienamente i due aspetti, come valore aggiunto del suo lavoro.

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Mangusta Oceano 42

“Namasté” è un progetto “nato felice”, col proprietario già innamorato del sogno scaturito da una semplice brochure, ma anche un lavoro che dimostra chiaramente ciò che un cantiere navale affidabile, un designer ispirato e una squadra appassionata possono far crescere un’idea, partendo da pochi schizzi, fino a trasformare l’onirico in realtà.

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GUARDA ANCHE

4/5/2017

Varato il nuovo Mangusta Oceano 42 a Viareggio

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Varato il nuovo Mangusta Oceano 42 a Viareggio

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Mi piace



E' stato varato venerdì scorso, 28 aprile, a Pisa, un 42 metri in acciaio ed alluminio della linea Long Range, il Mangusta Oceano 42.

Si tratta della seconda nave dislocante tre ponti del Gruppo, costruita nella nuova struttura di 22000 mq (di cui 9000 coperti) ai Navicelli, nella Darsena Pisana, che è interamente dedicata alla produzione in metallo. Oltre al 42 metri appena varato, in costruzione in questo sito ci sono altre unità, tra cui il 54 metri della nuova linea Mangusta GranSport.

Il Mangusta Oceano 42 è un'imbarcazione disegnata da Alberto Mancini che, in continuità con l'expertise unica del cantiere di costruire imbarcazioni performanti, interpreta un concept innovativo ed originale in questo importante segmento di mercato.

Siamo di fronte ad un 42 metri unico nel suo genere, che si fa apprezzare per grande abitabilità, elevate autonomie ed esclusività di prestazioni.

Ma anche perché offre tecnologia e contenuti di stile combinati con elementi di lifestyle che si trovano in genere su imbarcazioni di dimensioni molto più grandi.

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Varato il nuovo Mangusta Oceano 42 a Viareggio

Un esempio di questa abitabilità, e contemporaneamente di grande tecnologia, si trova nell'area di prua, ideata con due zone distinte di prendisole che si immergono in una piscina con cascata ad effetto infinity, ed in quella di poppa, con il portellone che si apre creando una piattaforma sul mare e lasciando intravedere una vera e propria beach area arredata.

In questa seconda unità, il "nude look" dello scafo con la sua l'appena percettibile colorazione esalta le intersezioni delle forme concave e convesse, mettendone in luce l'eleganza delle proporzioni.

Gli interni sono totalmente custom sulla desiderata del Cliente sia nella scelta della disposizione degli spazi sia del decoro, e sono stati progettati per accogliere nella massima privacy e libertà di movimento fino a dodici ospiti in 5 cabine e sette uomini di equipaggio.

Dietro alla sensazione di grande spazio e comfort, al dialogare ininterrotto con gli esterni ed al design di ambienti ed arredi, c'è tutto il background della tecnologia Mangusta: lighting design e luce naturale che entra dalle grandi finestrate; riduzione delle barriere visive che esaltano l'ampiezza degli spazi ed aumentano la prossimità dell'Armatore e dei suoi ospiti all'ambiente circostante; terrazza sul mare e bagno integrato con un gioco di vetri nella cabina armatore; trasparenze vetrate sul fondo della piscina, sul portellone di poppa, sui ponti che garantiscono una continuità tra spazi interni ed esterni; garage laterale a prua; scala reale integrata; qualità degli interni, non solo per la quantità dei materiali, per la ricerca e la selezione, ma per come questi sono stati combinati insieme e per la loro realizzazione.

Anche dal punto di vista tecnico questa imbarcazione esprime qualità di prestazioni: velocità di crociera di 11 nodi per un'autonomia di oltre 4500 mn; stabilità sia all'ancora che in navigazione; impiego di tecnologie e materiali di ultima generazione per il contenimento di rumorosità e vibrazioni.

Prestazioni esclusive come da tradizione Mangusta, che sono frutto della capacità costruttiva e delle competenze tecniche che da sempre contraddistinguono questo cantiere.

www.overmarine.it

Fonte: Ufficio Stampa

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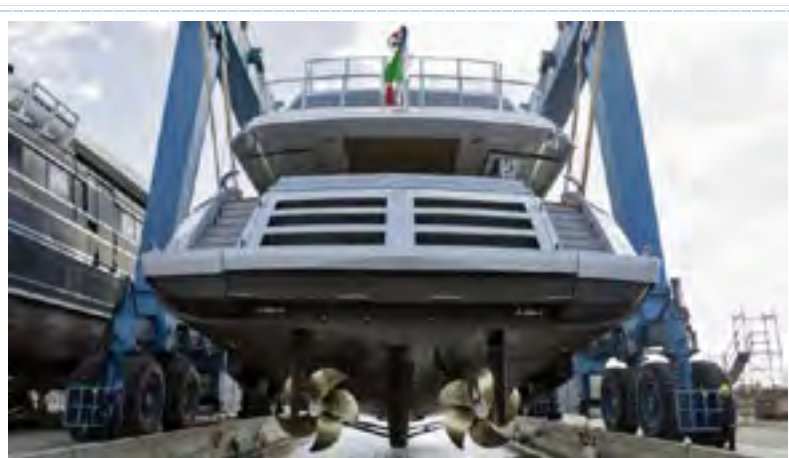
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Mangusta Oceano 42 Series Sees 2nd Launch

📅 MAY 3, 2017 (<http://megayachtnews.com/2017/05/mangusta-oceano-42-series-hull-2/>) 👤 MARIE CULLEN (<http://megayachtnews.com/author/marie-cullen/>)

Overmarine Group (<http://www.overmarine.it>) closed out the month of April with a new beginning. It launched the second yacht in its new Mangusta Oceano 42 long-range motoryacht series.

The 138-foot (42-meter) trideck yacht, with a metal hull, combines more traditional cruising needs with the semi-customization that comes with all Mangustas. As a result, the builder anticipates the new Oceano 42 to see an 11-knot cruise and range exceeding 4,500 nautical miles. Also like all Mangustas, styling is by Alberto Mancini.

The buyers of this second hull started their customization with the hull itself. Subtle coloration distinguishes the shapes from fore to aft and bottom to top. Unfortunately, Overmarine Group has not revealed what interior decor materials distinguish the build (nor the yacht's name). But, the owners did request five staterooms for up to 12 people. And they have plenty of indoor and outdoor—as well as indoor-outdoor—areas in which to relax.



(<http://megayachtnews.com/wp-content/uploads/2017/05/Mangusta-Oceano-42-hull-2-aerial.jpg>)

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Mangusta Oceano 42 Series Sees 2nd Launch - Megayacht News

For example, the Mangusta Oceano 42 has a beach club, in keeping with current trends. But, the club can be used whether the transom is open or closed. The vertical ports (see top photo) keep the area light and bright when the hatch is in place. Also light and bright are the main-deck saloon and owners' suite. Walls of windows, and a lack of bulkheads separating dining from seating, keep the saloon's sensation intact. As for the owners' suite, sunlight spills down into the master head, thanks to its ceiling being the glass-bottom pool on the deck above. Finally, on the foredeck, this Oceano 42 has two sunning spaces that come together at an infinity pool, with a waterfall edge.

One more fact about this new launch: The tender garage is in the bow.

The owners of the yacht, along with their crew of seven, should begin cruising in summertime.

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SCENDE IN ACQUA UN NUOVO MANGUSTA OCEANO 42

3 maggio 2017

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SCENDE IN ACQUA UN NUOVO MANGUSTA OCEANO 42



Scritto da **Daniele Carnevali**

Lo scorso venerdì 27 aprile, **Overmarine Group** ha varato la seconda unità del suo nuovo Mangusta Oceano 42.

Disegnato da **Alberto Mancini**, il Mangusta Oceano 42 è un 42 metri in acciaio e alluminio della linea Long Range, un explorer yacht che coniuga la grande autonomia di navigazione con abitabilità, esclusività di prestazioni, tecnologia e contenuti dei grandi superyacht.

Costruita nella nuova struttura di 22.000 mq (di cui 9.000 coperti) nella Darsena Pisana che è interamente dedicata alla produzione in metallo (in costruzione ci sono altre unità, tra cui il 54 metri della nuova linea Mangusta GranSport), la seconda unità del Mangusta Oceano 42 si caratterizza per il "nude look" dello scafo con la sua colorazione appena percettibile che esalta le intersezioni delle forme e ne mette in luce l'eleganza delle proporzioni.

Dotato di tre ponti, questo modello spicca per elementi di lifestyle che si trovano in genere su yacht di dimensioni più grandi, come la grande zona di prora ideata con due zone distinte di prendisole che si immergono in una piscina con cascata a effetto infinity, e in quella di poppa con il portellone che si apre creando una piattaforma sul mare senza soluzione di continuità con la beach area interna.

A proposito di interni, décor e disposizione degli spazi sono stati concepiti secondo le richieste dell'armatore. Il risultato è un perfetto equilibrio tra privacy, libertà di movimento e dialogo ininterrotto con gli esterni grazie al sofisticato lightning design, alla luce naturale e alla riduzione delle barriere visive.

La continuità tra spazi interni ed esterni è garantita dai giochi di vetri e trasparenze, come la terrazza sul mare nella cabina armatore, le vetrate sul fondo della piscina e sul portellone di poppa.

Anche dal punto di vista tecnico questa imbarcazione esprime qualità di prestazioni: velocità di crociera di 11 nodi per un'autonomia di oltre 4500 mn; stabilità sia all'ancora che in navigazione; impiego di tecnologie e materiali di ultima generazione per il contenimento di rumorosità e vibrazioni.

Per ulteriori informazioni www.overmarine.it

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Stampa articolo e-mail (mailto:?subject=From 'pressmare.it'&body=OVERMARINE: VARATO UN NUOVO MANGUSTA OCEANO 42) stato varato venerdì scorso, 28 aprile, un 42 metri in acciaio ed alluminio della linea Long Range, il Mangusta Oceano 42. Si tratta della seconda nave dislocante tre ponti del Gruppo, costruita nella nuova struttura di 22000 mq (di cui 9000 coperti) nella Darsena Pisana che è interamente dedicata alla produzione in metallo. Oltre al 42 metri appena varato, in costruzione in questo sito ci sono altre unità, tra cui il 54 metri della nuova linea Mangusta GranSport.

E' stato varato venerdì scorso, 28 aprile, un 42 metri in acciaio ed alluminio della linea Long Range, il Mangusta Oceano 42.



Mangusta Oceano 42

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Il Mangusta Oceano 42 è un'imbarcazione disegnata da Alberto Mancini che, in continuità con l'expertise unica del cantiere di costruire imbarcazioni performanti, interpreta un concept innovativo ed originale in questo importante segmento di mercato.

Siamo di fronte ad un 42 metri unico nel suo genere, che si fa apprezzare per grande abitabilità, elevate autonomie ed esclusività di prestazioni.

Ma anche perché offre tecnologia e contenuti di stile combinati con elementi di lifestyle che si trovano in genere su imbarcazioni di dimensioni molto più grandi.

Un esempio di questa abitabilità, e contemporaneamente di grande tecnologia, si trova nell'area di prua, ideata con due zone distinte di prendisole che si immergono in una piscina con cascata ad effetto infinity, ed in quella di poppa, con il portellone che si apre creando una piattaforma sul mare e lasciando intravedere una vera e propria beach area arredata.

In questa seconda unità, il "nude look" dello scafo con la sua l'appena percettibile colorazione esalta le intersezioni delle forme concave e convesse, mettendone in luce l'eleganza delle proporzioni.



Mangusta Oceano 42

Gli interni sono totalmente custom sulla desiderata del Cliente sia nella scelta della disposizione degli spazi sia del decoro, e sono stati progettati per accogliere nella massima privacy e libertà di movimento fino a dodici ospiti in 5 cabine e sette uomini di equipaggio.

Dietro alla sensazione di grande spazio e comfort, al dialogare ininterrotto con gli esterni ed al design di ambienti ed arredi, c'è tutto il background della tecnologia Mangusta: lighting design e luce naturale che entra dalle grandi finestrate; riduzione delle barriere visive che esaltano l'ampiezza degli spazi ed aumentano la prossimità dell'Armatore e dei suoi ospiti all'ambiente circostante; terrazza sul mare e bagno integrato con un gioco di vetri nella cabina armatore; trasparenze vetrate sul fondo della piscina, sul portellone di poppa, sui ponti che garantiscono una continuità tra spazi interni ed esterni; garage laterale a prua; scala reale integrata; qualità degli interni, non solo per la quantità dei materiali, per la ricerca e la selezione, ma per come questi sono stati combinati insieme e per la loro realizzazione.

Anche dal punto di vista tecnico questa imbarcazione esprime qualità di prestazioni: velocità di crociera di 11 nodi per un'autonomia di oltre 4500 mn; stabilità sia all'ancora che in navigazione; impiego di tecnologie e materiali di ultima generazione per il contenimento di rumorosità e vibrazioni.

Prestazioni esclusive come da tradizione Mangusta, che sono frutto della capacità costruttiva e delle competenze tecniche che da sempre contraddistinguono questo cantiere.

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Charl van Rooy
Editor

 03 May 2017, 16:00:00

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Second Mangusta Oceano 42 launched in Pisa



Launched at Overmarine's new 22,000 square metre building facility in Tuscany last Friday was the Group's second 42-metre tri-deck Mangusta Oceano model. The launch comes exactly one year after hull number one of the line, *Namaste*, hit the water and was later presented at the Cannes Yachting Festival that same year for the first time.



(/default/assets/Image/Launches/2017-05-Oceano%2042/2017-05-Oceano2-02.jpg)

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Second Mangusta Oceano 42 launched in Pisa | SuperYacht Times

Italian designer Alberto Mancini designed the Oceano line to offer guests an experience at sea that focusses on outdoor living, performance, and comfortable living through several innovative solutions onboard. In addition to this, her sea keeping capabilities and impressive range of 4,500 nm means she will be able to deliver a private experience for her owner and guests without having to rely on external support any time soon.



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The inside spaces are all about bright, Mediterranean living with natural light entering guest spaces from every angle – skylights from above and oversized side windows will create a real atrium-like environment throughout.



(/default/assets/Image/Launches/2017-05-Oceano%2042/2017-05-Oceano2.jpg)

Hull number two stands apart with her light grey hull colour and continuous lower deck porthole strip. Also under construction at the Group's facility in Pisa is its flagship model, the Mangusta GranSport 54.

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Varato il secondo Mangusta Oceano 42 di Overmarine



di: Paolo Salvetti (<https://www.versiliatoday.it/author/paolo-salvetti/>) | Pubblicato il 03/05/2017 at 17:31.

È stato varato a Pisa un 42 metri in acciaio ed alluminio della linea Long Range, il Mangusta Oceano 42.

Si tratta della seconda nave dislocante tre ponti del Gruppo, costruita nella nuova struttura di 22000 mq (di cui 9000 coperti) ai Navicelli, nella Darsena Pisana, che è interamente dedicata alla produzione in metallo. Oltre al 42 metri appena varato, in costruzione in questo sito ci sono altre unità, tra cui il 54 metri della nuova linea Mangusta GranSport.



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Il Mangusta Oceano 42 è un'imbarcazione disegnata da Alberto Mancini che, in continuità con l'expertise unica del cantiere di costruire imbarcazioni performanti, interpreta un concept innovativo ed originale in questo importante segmento di mercato.

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Mangusta oceano 42, gli Interni

Gli interni di mangusta oceano 42 sono totalmente custom sulla desiderata del Cliente sia nella scelta della disposizione degli spazi sia del decoro, e sono stati progettati per accogliere nella massima privacy e libertà di movimento fino a dodici ospiti in 5 cabine e sette uomini di equipaggio.

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Prestazioni esclusive come da tradizione Mangusta, che sono frutto della capacità costruttiva e delle competenze tecniche che da sempre contraddistinguono questo cantiere.

Overmarine Group

Brand fondato nel 1985 dalla famiglia Balducci, nel settore dagli anni '60, ed oggi guidata dalla seconda generazione, produce Maxi Open veloci con il riconosciuto marchio Mangusta e dislocanti di lusso a marchio Mangusta GranSport e Mangusta Oceano, oltre a navi peacekeeping and coast guard a marchio Effebi.

Con più di 300 unità vendute e 30 anni di attività, è un'azienda di forte tradizione, leader di gamma nel segmento di imbarcazioni veloci dai 30 ai 50 metri, che, grazie al suo patrimonio di competenze ed esperienze, può giocare oggi un ruolo importante anche nel mondo dei megayacht a lunga percorrenza e delle imbarcazioni dislocanti veloci. Ogni imbarcazione Mangusta è la perfetta combinazione di grandi prestazioni, comfort, volumi importanti, contenuti tecnici, lusso e artigianalità, stile italiano ed interni su misura. Ed ogni Cliente Mangusta ha l'esclusività di possedere un oggetto unico, affidabile e di qualità.

Mangusta maxi open

La gamma attuale è di **Maxi Open** veloci a marchio **Mangusta** che vanno dai 72 ai 215 piedi.

Il Mangusta 165 (<https://www.versiliatoday.it/2017/04/12/overmarine-varato-mangusta-165/>), di cui è appena stata varata la dodicesima unità, è un modello di grande riuscita: mai un 50 metri semi

custom aveva riscosso un così grande successo e questo ne fa un'icona destinata a durare nel tempo ed una pietra miliare nella storia della Nautica.

Mangusta Oceano

Ai Maxi Open si affianca la linea delle navi ocean-going a marchio **Mangusta Oceano**. Disegnata per entrare con successo in un segmento di mercato diverso, questa produzione offre all'Armatore un comfort di bordo unico integrando processi costruttivi all'avanguardia con le più avanzate tecnologie disponibili oggi sul mercato. Oggi la gamma propone navi da 40 a 60 metri. Il secondo tre ponti è appena stato varato.

Attualmente in costruzione in un sito produttivo dedicato un altro 42 metri ed un 46 metri.

Mangusta Gran Sport

Completa la flotta la nuova linea di imbarcazioni Fast Displacement, i Mangusta GranSport, di cui è in costruzione il primo 54 metri. Si tratta di un nuovo concetto di yacht dalle prestazioni elevate, con una vasta gamma di velocità di crociera, adatto alle lunghe percorrenze, che mette insieme caratteristiche di per sé uniche: velocità, autonomia, comfort, bellezza, eleganza, anima sportiva. Presentato di recente un altro progetto, il Mangusta GranSport 44.

La Overmarine Group si sviluppa su 10 stabilimenti produttivi in Toscana, distribuiti nell'area di Viareggio, Massarosa, Massa e Pisa, per un totale di circa 190.000 mq tra aree coperte e scoperte, e ha due banchine nel porto di Viareggio attrezzate per l'allestimento finale delle imbarcazioni, la sosta e l'after-sales.

Dalla progettazione e costruzione dello stampo, allo stampaggio e laminazione in materiale composito, al taglio delle lamiere, fino all'allestimento finale, comprese l'elettronica e l'impiantistica di bordo, tutto avviene all'interno di società del Gruppo. Il Gruppo dispone anche di un proprio Ufficio Artistico in grado di soddisfare tutte le esigenze di layout e decor degli Armatori, di un Ufficio Tecnico all'avanguardia e di una sezione After-Sales disponibile 24 ore su 24.

(Visitato 190 volte, 65 visite oggi)

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Overmarine lança segunda Mangusta Oceano 42

A Overmarine lançou, no último domingo, 28 de abril, a segunda embarcação da linha de tri-decks Mangusta Oceano 42. Vendida em maio de 2016, este superiate conta um casco de aço e superestrutura de alumínio....

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Overmarine lança segunda Mangusta Oceano 42 - Boat Shopping

A **Overmarine** lançou, no último domingo, 28 de abril, a segunda embarcação da linha de tri-decks Mangusta Oceano 42. Vendida em maio de 2016, este superiate conta um casco de aço e superestrutura de alumínio. Se design foi assinado por Alberto Mancini, que já trabalhou com o estaleiro em outras ocasiões, como no design da Mangusta Gransport 54.

Algumas das características que mais chamam atenção na Mangusta Oceano 42 é são o beach club e a piscina infinita na proa. No interior, uma das preocupações de Mancini foi criar uma área que pudesse ser customizada de forma que a amplitude dos ambientes fosse mantida.



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Overmarine lança segunda Mangusta Oceano 42 - Boat Shopping



A Mangusta Oceano 42 possui acomodação para até doze pessoas, em cinco cabines, incluindo a suíte master. Esta conta com uma varanda particular, dando mais privacidade ao proprietário.

Assim como a primeira unidade, esta também possui janelas extensas que permitem a entrada de luz natural em abundância, principalmente na suíte principal.



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E' stato varato venerdì scorso, 28 aprile, un **42 metri** in acciaio ed alluminio della linea Long Range, il **Mangusta Oceano 42**.

Il superyacht è stato progettato da **Alberto Mancini** che ha ripreso il precedente design delle imbarcazioni performanti di Overmarine adottando un concept innovativo ed originale per il segmento di mercato a cui è orientato.

Si tratta di 42 metri che garantisce non solo **grande abitabilità** ma anche **elevate prestazioni e autonomia**. A questo vanno ad aggiungersi contenuti tecnologici e di stile combinati con elementi di lifestyle che solitamente appartengono ad imbarcazioni di dimensioni notevolmente superiori.

Un esempio di questa abitabilità, e contemporaneamente di grande tecnologia, si trova nell'area di prua, ideata con due zone distinte di prendisole che si immergono in una **piscina con cascata ad effetto infinity**, ed in quella di poppa, con il portellone che si apre creando una piattaforma sul mare e lasciando intravedere una vera e propria beach area arredata.

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Gli **Interni**, totalmente personalizzati dall'armatore sia nella scelta della disposizione degli spazi che del decoro, sono stati progettati per accogliere nella **massima privacy e libertà** di movimento fino a **12 ospiti** in 5 cabine e 7 membri di equipaggio.

Il Mangusta Oceano 42 offre una **sensazione di grande spazio e comfort** grazie ad un design di ambienti ed arredi che punta ad armonizzare aree interne ed esterne. A bordo è stato portato **tutto il background della tecnologia Mangusta**: lighting design e luce naturale che entra dalle grandi finestrature; riduzione delle barriere visive per esaltare l'ampiezza degli spazi; terrazza sul mare e bagno integrato con un gioco di vetri nella cabina armatore; trasparenze vetrate sul fondo della piscina, sul portellone di poppa, sui ponti che garantiscono una continuità tra spazi interni ed esterni; garage laterale a prua; scala reale integrata; qualità degli interni, non solo per la quantità dei materiali, per la ricerca e la selezione, ma per come questi sono stati combinati insieme e realizzati.

Anche dal punto di vista tecnico l'imbarcazione esprime prestazioni di qualità: ad una **velocità di crociera di 11 nodi** permette un'**autonomia di oltre 4500 miglia**. La stabilità si avverte sia all'ancora che in navigazione, mentre l'impiego di tecnologie e materiali di ultima generazione ha permesso di contenere rumorosità e vibrazioni.

SCHEDA

VIDEO

SPECIFICHE TECNICHE

Materiale scafo:	Acciaio
Materiale sovrastruttura:	Alluminio
Lunghezza f.t.:	43,00 metri
Larghezza:	8,70 metri
Pescaggio massimo:	2,40 metri
Dislocamento a pieno carico:	395 tonnellate ca.
Dislocamento a metà carico:	355 tonnellate ca.
Stazza lorda:	450 tonnellate ca.
Capacità serbatoio carburante:	62.000 litri ca.
Capacità serbatoio acqua:	12.000 litri ca.
Motori principali:	2 x MTU 12V 2000 M72 da 1.080 kW
Stabilizzatori:	Zero Speed e Underway
Velocità massima a metà carico:	15 nodi ca.
Velocità di crociera a metà carico:	11 nodi ca.
Autonomia a velocità di crociera economica:	5.000 miglia
	1 armatore
Cabine ospiti:	2 matrimoniali
	2 doppie
Cabine equipaggio:	1 comandante
	3 doppie
Exterior design:	Alberto Mancini / Overmarine Group
Interior design:	Alberto Mancini / Overmarine Group Design Department

Fonte: Overmarine

Foto e video: Overmarine

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Cerca

Varato il secondo megayacht Mangusta Oceano 42: mix perfetto tra performance e comodità

Mangusta Oceano 42 è un mega yacht dislocante a tre ponti realizzata dal gruppo Overmarine.

4 maggio 2017



(<http://www.newsliguria.com/wp-content/uploads/2017/05/varato-mangusta-42-mega-yacht-oceano.jpg>)

Lo scorso 28 aprile Overmarine Group (<http://www.overmarine.com/en/>), azienda che racchiude i marchi Mangusta, Mangusta GranSport e Mangusta Oceano, oltre a navi peacekeeping and coast guard a marchio Effebi, ha varato il secondo mega yacht dislocante a tre ponti **Mangusta Oceano 42**.

5/5/2017

Liguria Nautica News

Costruito nella Darsena Pisana, in una moderna struttura di 22.000 mq (di cui 9.000 coperti) interamente dedicata alla produzione in metallo, Mangusta Oceano 42 è stato disegnato da **Alberto Mancini** ispirandosi alle imbarcazioni performanti realizzate dal cantiere ma interpretando un concept innovativo ed originale in relazione al segmento di mercato in cui si colloca.

Si tratta infatti di un mega yacht 42 metri caratterizzato non solo da una grande abitabilità ma anche dalle prestazioni e dall'autonomia che garantisce. Inoltre è stato fatto **uso delle più recenti tecnologie** per realizzare diverse interessantissime novità che solitamente troviamo solo su mega yacht ancora più grandi.

L'area di prua, ad esempio, è stata ideata con due zone distinte di prendisole che si immergono in una piscina con **cascata ad effetto infinity** e quella di poppa è dotata di un portellone che si apre creando una piattaforma sul mare e lasciandovi intravedere una vera e propria beach area arredata.

Gli interni di Mangusta Oceano 42

Gli **interni**, totalmente personalizzati dall'armatore sia nella scelta della disposizione degli spazi che del decoro, sono stati progettati per accogliere nella massima privacy e libertà di movimento fino a **12 ospiti** in 5 cabine, con 7 uomini di equipaggio.

La sensazione a bordo è di trovarsi in spazi molto grandi e confortevoli, soprattutto grazie alle **ampie vetrate** che sembrano unire interni ed esterni. Anche dal punto di vista tecnico Mangusta Oceano 42 è un'imbarcazione molto interessante: la velocità di crociera è di circa **11 nodi** per un'autonomia di oltre **4500 mn**. Si ha poi stabilità all'ancora e in navigazione e un ragionato impiego di tecnologie e materiali di ultima generazione ha permesso di contenere i rumori e le vibrazioni.

Scheda tecnica Mangusta 42 Oceano

- Scafo: acciaio
- Sovrastruttura: alluminio
- L.O.A. : 43m
- Larghezza: 8.70m
- Motorizzazione: 2xMTU 12v 2000 M72
- Velocità max: 12 nodi



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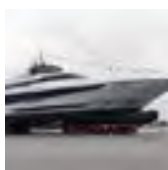
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Overmarine lança segunda unidade do Mangusta Oceano 42 em Pisa

Por **Maristella Pereira** - 4 dias atrás



A segunda unidade do modelo Mangusta Oceano 42 foi lançada nas novas instalações da Overmarine, na Toscana (Itália), um ano depois do Namaste (primeiro casco do modelo) ir para a água. Projetado pelo italiano Alberto Mancini, a linha Oceano oferece aos clientes uma experiência focada na vida ao ar livre, no desempenho e no conforto, com várias soluções inovadoras a bordo. Mediterrâneo, como se chama a nova embarcação, conta com vasta iluminação natural nos espaços interiores, graças às claraboias e amplas janelas laterais.



Maristella Pereira

Jornalista, responsável pela apuração do Guia de Barcos, maior anuário do gênero do Brasil, há dois anos dedica-se à cobertura do mercado náutico nacional e internacional para o portal de NÁUTICA.

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Mangusta Oceano 42: una meraviglia della Nautica made in Navicelli



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Varata la nuova barca di Overmarine

Pisa - 03/05/2017

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E' stato varato venerdì scorso, 28 aprile, a Pisa, un 42 metri in acciaio ed alluminio della linea Long Range, il Mangusta Oceano 42. Si tratta della seconda nave dislocante tre ponti del Gruppo, costruita nella nuova struttura di 22000 mq (di cui 9000 coperti) ai Navicelli, nella Darsena Pisana, che è interamente dedicata alla produzione in metallo. Oltre al 42 metri appena varato, in costruzione in questo sito ci sono altre unità, tra cui il 54 metri della nuova linea Mangusta GranSport. Il Mangusta Oceano 42 è un'imbarcazione disegnata da Alberto Mancini che, in continuità con l'expertise unica del cantiere di costruire imbarcazioni performanti, interpreta un concept

innovativo ed originale in questo importante segmento di mercato.

Un 42 metri unico nel suo genere, che si fa apprezzare per grande abitabilità, elevate autonomie ed esclusività di prestazioni. Ma anche perché offre tecnologia e contenuti di stile combinati con elementi di lifestyle che si trovano in genere su imbarcazioni di dimensioni molto più grandi. Un esempio di questa abitabilità, e contemporaneamente di grande tecnologia, si trova nell'area di prua, ideata con due zone distinte di prendisole che si immergono in una piscina con cascata ad effetto infinity, ed in quella di poppa, con il portellone che si apre creando una piattaforma sul mare e lasciando intravedere una vera e propria beach area arredata. In questa seconda unità, il "nude look" dello scafo con la sua l'appena percettibile colorazione esalta le intersezioni delle forme concave e convesse, mettendone in luce l'eleganza delle proporzioni. Gli interni sono totalmente custom sulla desiderata del Cliente sia nella scelta della disposizione degli spazi sia del decoro, e sono stati progettati per accogliere nella massima privacy e libertà di movimento fino a dodici ospiti in cinque cabine e sette uomini di equipaggio. Dietro alla sensazione di grande spazio e comfort, al dialogare ininterrotto con gli esterni ed al design di ambienti ed arredi, c'è tutto il background della tecnologia Mangusta: lighting design e luce naturale che entra dalle grandi finestrate; riduzione delle barriere visive che esaltano l'ampiezza degli spazi ed aumentano la prossimità dell'Armatore e dei suoi ospiti all'ambiente circostante; terrazza sul mare e bagno integrato con un gioco di vetri nella cabina armatore; trasparenze vetrate sul fondo della piscina, sul portellone di poppa, sui ponti che garantiscono una continuità tra spazi interni ed esterni; garage laterale a prua; scala reale integrata; qualità degli interni, non solo per la quantità dei materiali, per la ricerca e la selezione, ma per come questi sono stati combinati insieme e per la loro realizzazione.

Anche dal punto di vista tecnico questa imbarcazione esprime qualità di prestazioni: velocità di crociera di 11 nodi per un'autonomia di oltre 4500 mn; stabilità sia all'ancora che in navigazione; impiego di tecnologie e materiali di ultima generazione per il contenimento di rumorosità e vibrazioni.

Fonte Overmarine

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YACHT NEWS

Mangusta Oceano 42 makes a splash

May 4, 2017

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A 42 metre steel and aluminium yacht from the Long Range line, Mangusta Oceano 42, was launched on April 4. This is the second three deck displacement vessel Overmarine Group has built in its new 29000m2 indoor wet dock in the Pisa wet dock, Tuscany, which is used exclusively for production in which has just been launched, other units are currently being built in the same location, among the new Mangusta GranSport line.



Mangusta Oceano 42 was designed by Alberto Mancini. The uniqueness of this yacht lies in her stylish content, combined with a number of lifestyle features usually found on much larger yachts. Mangusta Oceano 42 is to be found at bow, designed with two separate sunbathing areas that merge with an infinity effect waterfall. It is also present astern, with a hatch that opens out to create a beach area, offering a glimpse of the beach area.

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Mangusta Oceano 42 makes a splash - Yacht Harbour



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In this second unit, the nude look of the hull, with its barely perceptible colouring, intensifies the clean and convex shapes and highlights the yacht's proportions. The interiors have been custom-made regarding both the layout of the spaces and the décor. They have been designed to accommodate cabins as well as a crew of 7.



Behind the feeling of space and comfort on board, the continuous dialogue between interiors and exteriors, the various different areas and furnishings, there is all the background of Mangusta technology: natural light which enters through the large windows; a reduction in the visual barriers which enhances and increases the proximity of Owner and guests to their surroundings; a terrace overlooking the water with a game of glass in the Owner cabin; glazed transparencies on the bottom of the pool, on the decks that ensure continuity between interiors and exteriors; a side garage at bow; an accommodation of interiors, not only for the amount of materials used and the painstaking research carried out but how they were produced and matched together.



On the technical side this yacht offers a quality of performance as well. She can reach a cruise speed of over 4500nm. The use of last generation technologies and materials limits both noise and vibration.

On April 11 the 12th Maxi Open yacht from the Mangusta 165 series, and third unit of the new “launched” at the Overmarine shipyard in Viareggio.

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Mangusta Oceano 42 - Webnautico

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Mangusta Oceano 42

1 de maio de 2017 Webnautico Divulgação



*matéria traduzida do site Super Yacht World e de autoria de Paul Ashton.

Lançado em meados de 2016, o Mangusta Oceano 42 ganhou imensa repercussão no exterior ao reformar o conceito de superyacht. Com três decks amplos e sem perder a identidade que a caracteriza há décadas, a marca, agora mais do nunca, proporcionou ao cliente uma experiência ímpar de luxo e performance a tal ponto que o objetivo principal dos tripulantes não é chegar ao seu destino o mais rápido possível, porém permanecer no barco desfrutando todo o conforto.

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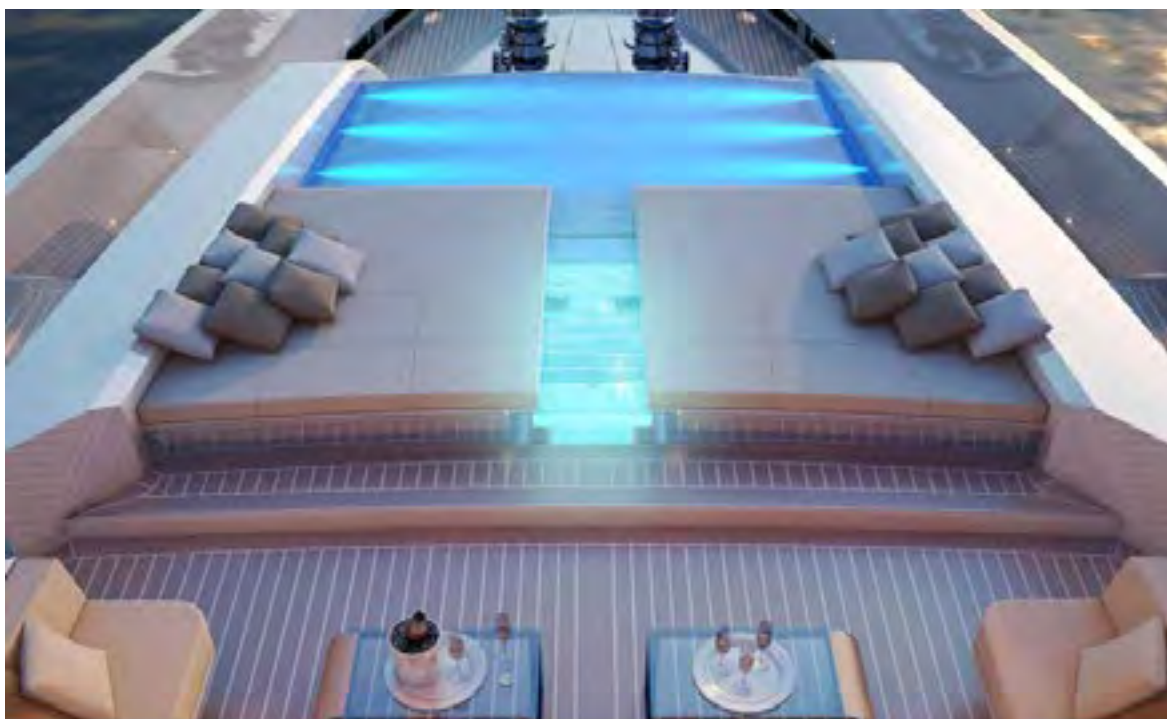
Com 42 metros de comprimento, o modelo atual traz grande e luxuosa acomodação e um deck extra. A grande sacada, porém, foi manter o exterior do barco em estilo bastante esportivo alcançado graças ao contraste proporcionado por um design de linhas fortes e curvas suaves, segundo palavras de Alberto Mancine, antigo designer da Mangusta.



No lado de fora do barco, um dos grandes atrativos é a piscina. Mais do que para mergulhar, a área destinada a ela é, em si, bastante sociável, podendo toda a família desfrutar do local conforme o desejo de cada um.



No interior do Mangusta Oceano 42, a porta de popa, que é dobrável, revela não apenas um bar, mas também uma área de estar com espaço para todos os convidados. Na plataforma de natação, as vidraças colocadas criam algumas visões deslumbrantes embaixo d'água. Uma experiência única, segundo o designer.



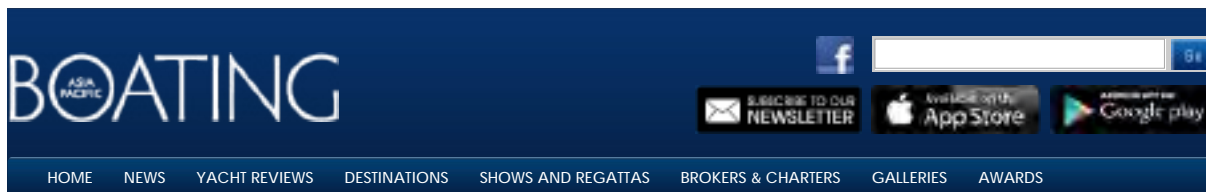
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Mangusta launches second three-deck Oceano 42 - News - Asia-Pacific Boating



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Mangusta launches second three-deck Oceano 42

Published: Friday, 05 May 2017

Mangusta from Overmarine has launched a 42m steel and aluminium yacht from the Long Range line – Mangusta Oceano 42 – on April 28.



(Photos: Overmarine - Mangusta Oceano 42)

Alberto Mancini designed the new 42-footer. The standout features of the motoryacht include the design of two separate sunbathing areas at bow that can be merged into a swimming pool with an infinity effect waterfall. Another one is the hatch at the aft that can open out to create a platform over the sea that overlooks the furnished beach area.

The layout and décor of the interiors are personalised to the client, which accommodates up to 12 guests in five cabins as well as seven crewmembers.



8/5/2017

Mangusta launches second three-deck Oceano 42 - News - Asia-Pacific Boating

The yacht can see a reduction in the visual barriers, which enhances the spaciousness and increases the proximity of owner and guests to their surroundings. The bottom of the swimming pool was also glazed to become transparent and ensures visibility between the interiors and exteriors.

On the technical side, she can reach a cruising speed of 11 knots and a range of over 4,500nm.



This is the second three-deck displacement ship the Group has built in its new 22,000m² facility in the Pisa wet dock, Tuscany, which is used exclusively for production in metal. Besides the new launch, other units are currently under construction in the same location, including a 54m from the new Mangusta GranSport line.

www.overmarine.it



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Second Mangusta Oceano 42 yacht launched by Overmarine

4 May 2017 by Chris Jefferies

Italian yard [Overmarine](#) has launched the second hull in its [Mangusta Oceano 42](#) series of tri-deck motor yachts.

Sold in May 2016, this 42 metre superyacht was built from a steel hull and aluminium superstructure to a design by [Alberto Mancini](#) and splashed in Pisa last week (April 28).



Hull number two in the Oceano 42 hits the water in Pisa

On deck, the Oceano 42's key features include a [superyacht beach club](#), which folds out from the transom, and a foredeck infinity pool.

Moving inside and Mancini has created a custom décor, with an emphasis on space, comfort and breaking down the barriers between the owner and the environment. Accommodation is

4/5/2017

Second Mangusta Oceano 42 yacht launched by Overmarine | Boat International

for 12 guests split between five staterooms, including an owner's cabin with its own private balcony, as well as two doubles and two twins with pullman berths.

The crew quarters allows for a staff of up to seven people, while tender storage is provided via a side-loading garage.

As with the first Oceanco 42, glass is a key material, with large windows in the saloons and a glazed bottom for the infinity pool, allowing light to filter through into the master en suite below.



Take a closer look at the second Mangusta Oceano 42 yacht

Power comes from a pair of 1,450hp MTU 12V2000 M72 diesel engines for a top speed of 15 knots. When trimmed back to 11 knots, the maximum cruising range rises to 4,500 nautical miles, thanks to the Mangusta Oceano 42's total fuel capacity of 62,000 litres.

Other superyacht projects currently under development at the Italian yard include the flagship Mangusta Gransport 54, which is currently under construction and due to hit the water before the end of next year.



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Mangusta ließ zweiten Verdränger zu Wasser

05.05.2017 Martin Hager - Die zur Overmarine-Gruppe gehörende Werft launchte an ihrem Standort in Pisa die zweite Mangusta Oceano 42 aus ihrer Long Range-Linie.

Lesen Sie jetzt BOOTE EXCLUSIV 3-2017



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Für das Exterior-Styling des Stahl/Alu-Verdrängers zeichnete der eng mit der Werften-Gruppe verbundene Designer Alberto Mancini verantwortlich, das Interior-Decor und Layout passte die Werft an die Wünsche des Eigners an.

Zu den besonderen Ausstattungsmerkmalen des Dreideckers zählt der offen gestaltete Bugbereich mit zwei Lounge-Abteilen und in das Deck eingelassenen Pool mit Infinity-Effekt.

Das Layout wurde mit fünf Suiten und einem großen Eignerbereich für zwölf Gäste optimiert, eine siebenköpfige Crew kümmert sich um Service und Navigation.

Die Reichweite der Oceano 42 beträgt bei elf Knoten 4500 Seemeilen, Flossenstabilisatoren halten den Neubau unter Fahrt und Anker stabil und eliminieren Rollbewegungen.

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UN NUOVO MANGUSTA OCEANO 42 AL BATTESIMO DEL MARE

Maggio 4, 2017



Viareggio. Fiocco azzurro in casa Mangusta. È stato varato un 42 metri in acciaio ed alluminio della linea Long Range, il Mangusta Oceano 42 (nella foto). Si tratta della seconda nave dislocante tre ponti del Gruppo Overmarine, costruita nella nuova struttura di 22000 mq (di cui

9000 coperti) nella Darsena Pisana che è interamente dedicata alla produzione in metallo. Oltre al 42 metri appena varato, in costruzione in questo sito ci sono altre unità, tra cui il 54 metri della nuova linea Mangusta GranSport.

Il Mangusta Oceano 42 è un'imbarcazione disegnata da Alberto Mancini che, in continuità con l'expertise unica del cantiere di costruire imbarcazioni performanti, interpreta un concept innovativo ed originale in questo importante segmento di mercato. Siamo di fronte ad un 42 metri unico nel suo genere, che si fa apprezzare per grande abitabilità, elevate autonomie ed esclusività di prestazioni.

Ma anche perché offre tecnologia e contenuti di stile combinati con elementi di lifestyle che si trovano in genere su imbarcazioni di dimensioni molto più grandi.

Un esempio di questa abitabilità, e contemporaneamente di grande tecnologia, si trova nell'area di prua, ideata con due zone distinte di prendisole che si immergono in una piscina con cascata ad effetto infinity, già un po' meno innovativa, se vogliamo, è la zona di poppa, con il portellone che si apre creando una piattaforma sul mare e lasciando intravedere una vera e propria beach area arredata.

In questa seconda unità, il "nude look" dello scafo con la sua appena percettibile colorazione esalta le intersezioni delle forme concave e convesse, mettendone in luce l'eleganza delle proporzioni.

Gli interni sono totalmente custom disegnati in base ai desideri espressi dal Cliente sia per quanto riguarda la scelta della disposizione degli spazi sia per il decoro, e sono stati progettati per accogliere nella massima privacy e libertà di movimento fino a dodici ospiti in 5 cabine oltre ai sette componenti dell' equipaggio.

Dietro alla sensazione di grande spazio e comfort, al dialogare ininterrotto con gli esterni ed al design di ambienti ed arredi, c'è tutto il background della tecnologia Mangusta: lighting design e luce naturale che entra dalle grandi finestrate; riduzione delle barriere visive che esaltano l'ampiezza degli spazi ed aumentano la prossimità dell'Armatore e dei suoi ospiti all'ambiente circostante; terrazza sul mare e bagno integrato con un gioco di vetri nella cabina armatore; trasparenze vetrate sul fondo della piscina, sul portellone di poppa, sui ponti che garantiscono una continuità tra spazi interni ed esterni; garage laterale a prua; scala reale integrata; qualità degli interni, non solo per la quantità dei materiali, per la ricerca e la selezione, ma per come questi sono stati combinati insieme e per la loro realizzazione.

Anche dal punto di vista tecnico questa imbarcazione esprime qualità di prestazioni: velocità di crociera di 11 nodi per un'autonomia di oltre 4500 miglia nautiche; stabilità sia all'ancora sia in navigazione; impiego di tecnologie e materiali di ultima generazione per il contenimento di rumorosità e vibrazioni. Prestazioni esclusive come da tradizione Mangusta, che sono frutto della capacità costruttiva e delle competenze tecniche che da sempre contraddistinguono questo cantiere. **(Ros. Dal.)**

5/5/2017

Varato Mangusta Oceano 42. E mostra i muscoli – Gentedimare2.0

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Il secondo Mangusta Oceano 42

4 MAGGIO 2017



Varato il secondo **Mangusta Oceano 42** (Overmarine Group) in acciaio e

alluminio, tre ponti. della linea **Long Range**.

Si tratta di una nave dislocante costruita nella nuova struttura di 22mila metri quadrati ubicata nella Darsena Pisana, sito dedicato alla produzione in metallo. Oltre al 42 metri appena varato, in costruzione in questo sito ci sono altre unità, tra cui il 54 metri della nuova linea **Mangusta GranSport**.

Mangusta Oceano 42 è un'imbarcazione disegnata da **Alberto Mancini** che, in continuità con l'expertise unica del cantiere di costruire imbarcazioni performanti, interpreta un concept innovativo e originale in questo importante segmento di mercato. Siamo di fronte ad un 42 metri unico nel suo genere, che si fa apprezzare per grande abitabilità, elevate autonomie ed esclusività di prestazioni. Ma anche per tecnologia e contenuti di stile combinati con elementi di lifestyle che si trovano in genere su imbarcazioni di dimensioni molto più grandi.

Un esempio di questa abitabilità, e contemporaneamente di grande tecnologia, si trova nell'area di prua, ideata con due zone distinte di prendisole che si immergono in una piscina con cascata ad effetto infinity, e in quella di poppa, con il portellone che si apre creando una piattaforma sul mare e lasciando intravedere una vera e propria beach area arredata. In questa seconda unità, il *nude look* dello scafo con la sua l'appena percettibile colorazione esalta le intersezioni delle forme concave e convesse, mettendone in luce l'eleganza delle proporzioni.

Gli interni sono totalmente custom su indicazione dell'armatore, sia nella scelta della disposizione degli spazi sia del decoro, e sono stati progettati per accogliere nella massima privacy e libertà di movimento.

Mangusta Oceano 42 può ospitare a bordo dodici persone in cinque cabine e sette uomini di equipaggio.

Anche dal punto di vista tecnico questa imbarcazione esprime qualità di prestazioni:

velocità di crociera di 11 nodi per un'autonomia di oltre 4.500 miglia nautiche; stabilità sia all'ancora sia in navigazione; impiego di tecnologie e

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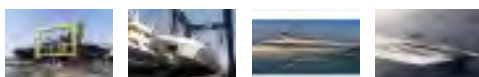


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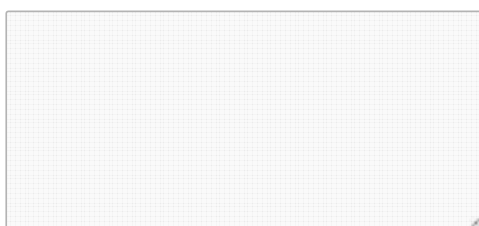


📍 ALBERTO MANCINI, MANGUSTA GRANSPO, MANGUSTA OCEANO 42, OVERMARINE GROUP
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Mangusta introduces super yacht

Overmarine Group adds Mangusta Oceano 42 to its league.

Firmly in keeping with the shipyard's unique expertise in building high-performance yachts, Overmarine Group brings in Mangusta Oceano 42. This model develops an innovative and indeed original concept for this important market segment. Mangusta Oceano 42 was designed by Alberto Mancini.

This 42 metre is truly one of a kind, owing to her exclusive living spaces, impressive range, and excellent performance.

Spellbound design

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Mangusta introduces super yacht | Peak Life

The uniqueness of this yacht also lies in her on-board technology and stylish content, combined with a number of lifestyle features usually found on much larger yachts.

One example of the habitability and cutting-edge technology of Mangusta Oceano 42 is to be found at the bow, designed with two separate sunbathing areas that merge into a swimming pool with an infinity effect waterfall. It is also present astern, with a hatch that opens out to create a platform over the sea, offering a glimpse of a beautifully furnished beach area.



In this second unit, the nude look of the hull, with its barely perceptible colouring, intensifies the intersections of concave and convex shapes and highlights the yacht's elegant proportions.

The interiors have been entirely custom-made to the Client's wishes, regarding both the layout of the spaces and the décor. They have been designed to accommodate up to 12 guests in 5 cabins as well as a crew of 7, ensuring the utmost privacy and freedom of movement.



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Behind the feeling of extraordinary space and comfort on board, the continuous dialogue between interiors and exteriors and the design of the various different areas and furnishings, there is all the background of Mangusta technology: lighting design and natural light which enters through the large windows; a reduction in the visual barriers which enhances the spaciousness and increases the proximity of Owner and guests to their surroundings; a terrace overlooking the sea and a built-in head with a game of glass in the Owner cabin; glazed transparencies on the bottom of the pool, on the stern hatch and on the decks that ensure continuity between interiors and exteriors; a side garage at bow; an accommodation ladder; the quality of interiors, not only for the amount of materials used and the painstaking research carried out before they were chosen, but how they were produced and matched together.



Ultimate Performance

On the technical side, this yacht offers a quality of performance as well. She can reach a cruise speed of 11 knots and range of over 4500nm and guarantees stability both at anchor and underway. The use of last generation technologies and materials limits both noise and vibrations.

Her exclusive performance is part of the Mangusta tradition and the fruit of the building expertise and technical skills which have always made this shipyard stand out.

This is the second three deck displacement ship the Group has built in its new 22000m2 facility (of which 9000m2 are indoors) in the Pisa wet dock, Tuscany, which is used exclusively for production in metal. Besides the 4metre which has just been launched, other units are currently being built in the same location, amongst which a 54 metre from the new Mangusta GranSport line.



16/5/2017

Mangusta Launches Oceano 42 Hull #2 - Yachts International



The 42-meter Oceano features bold living spaces, impressive range and peak performance.

Mangusta's second 42-meter steel and aluminium Oceano model from the Long Range line has been launched.

It's the second tri-deck displacement vessel the Overmarine Group has built in its new 22,000-square-meter facility (of which 9,000 square meters are indoors) in the Pisa wet dock, which is used exclusively for metal construction. Additional units are currently being built in the same location, including a 54-meter from the builder's new GranSport line.

Designed by Alberto Mancini, the second 2nd Oceano features bold living spaces, impressive range and excellent performance.

Cutting-edge technology is seen throughout the yacht, especially at the bow, where two separate sunbathing areas merge into a swimming pool with an infinity waterfall effect. Astern, a hatch opens to create a platform over the sea, offering a glimpse of a beautifully furnished beach club.

The interior was customized per the owner's preference, both in terms of layout and decor. The yacht will accommodate up to 12 guests in 5 staterooms plus a crew of 7.

<http://www.yachtsinternational.com/builders/magusto-launches-oceano-42>

1/3

16/5/2017

Mangusta Launches Oceano 42 Hull #2 - Yachts International

Behind the feeling of extraordinary space and comfort on board is a harmony between interior and exterior spaces, set to a backdrop of Mangusta technology at its finest—lighting design and natural light which enters through the large windows; a reduction in the visual barriers to enhance the spaciousness and increase the proximity of owner and guests to their surroundings; a terrace overlooking the sea in the owner's stateroom; glazed transparencies on the bottom of the pool, on the stern hatch and on the decks that ensure continuity between interiors and exteriors; and a side garage at the bow.

On the technical side, the Oceano 42 offers top performance, with a cruise speed of 11 knots and a range of more than 4,500 nautical miles with stability both at anchor and underway, and an impressive void of noise and vibration underway.

For more information: www.overmarine.it

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MERCADO GLOBAL

Overmarine vende quinta unidade da Mangusta 94

A Overmarine Group anunciou, nesta semana, a venda da quinta unidade da Mangusta 94 a um cliente americano. De acordo com Francesco Frediani, Diretor Comercial da Mangusta, o mercado americano tem sido o principal comprador das...

MAIO 19, 2017 11:55 am 0 1 54 Views



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A Mangusta 94 é um ótimo exemplo do que significa uma “Maxi Open Mangusta”: grande impacto visual com linhas esportivas e tecnologia de bordo para cruzeiros completa. Ela é ideal para aqueles que buscam desempenho e conforto para aproveitar entre família e amigos. É versátil e é apreciado especialmente para sua funcionalidade que inclui cruzar em água rasa graças com sua propulsão waterjet, uma obrigação para quem navega nos Estados Unidos.

25/5/2017

Overmarine vende quinta unidade da Mangusta 94 - Boat Shopping

BOAT
SHOPPING



Este iate conta com uma decoração elegante e moderna. As janelas no dois lados deck principal permite a entrada de luz natural em abundância e proporcional uma bela visão do mar. Já no deck inferior há três cabines, que acomodam até seis pessoas, e uma sala de estar com sofá em L e televisão.

<http://www.boatshopping.com.br/mercado-global/overmarine-mangusta-94/>

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Overmarine vende quinta unidade da Mangusta 94 - Boat Shopping

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<http://www.boatshopping.com.br/mercado-global/overmarine-mangusta-94/>

4/8

25/5/2017

Overmarine vende quinta unidade da Mangusta 94 - Boat Shopping



A motorização é feita a partir de dois motores MTU 16V 2000 M94, de 2.600 hp cada, que a impulsionam a uma velocidade máxima de 36 nós. Em velocidade de cruzeiro econômica, a Mangusta 94 conta com uma autonomia de 280 milhas náuticas.



<http://www.boatshopping.com.br/mercado-global/overmarine-mangusta-94/>

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MANGUSTA: UN CRESCENDO DI SUCCESSO ANCHE NEGLI USA

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MANGUSTA: UN CRESCENDO DI SUCCESSO ANCHE NEGLI USA

19 maggio 2017



Scritto da **Daniele Carnevali**

Viareggio, 19 maggio 2017

Il cantiere di Viareggio è lieto di annunciare la vendita di un altro Mangusta destinato al mercato americano. Si tratta di un Mangusta 94. Negli ultimi anni, è il settimo Maxi Open Mangusta che partirà verso questo importante mercato che sta diventando sempre più strategico per Mangusta.

Un risultato che corona un'azione di pianificazione intensa e mirata sul territorio, iniziata ormai da alcuni anni, e che fa di Stefano Arlunno, Area Manager Americas, il suo punto di riferimento. Considerati i brillanti risultati e per fare fronte in modo sempre più efficace alle esigenze dei nostri Clienti, sia il team sia le strutture presenti in USA saranno presto potenziate.

Già oggi la struttura è ben organizzata per sostenere la numerosa flotta di imbarcazioni Mangusta che sfrecciano in Florida, nelle località più glamour del nord, e presto anche nella Costa Ovest.

Ed il brand Mangusta è, giustamente, sempre più riconosciuto ed apprezzato per i suoi elevatissimi contenuti tecnici, uniti ad un sorprendente comfort di bordo, anche quando si vuole navigare a 38 nodi come sarà presto anche per questo Mangusta 94!

“Un nuovo successo di vendita che è stato raggiunto perché i Clienti Americani riconoscono alle imbarcazioni Mangusta, oltre alla bellezza estetica, l'impostazione funzionale e le qualità tecniche ingegneristiche.” afferma Francesco Frediani, direttore commerciale Mangusta. *“Inoltre, apprezzano in modo particolare il nostro cantiere perché sanno che dietro c'è un'azienda familiare, solida, che lavora in prima persona nella nautica da oltre 60 anni. In più c'è qualcuno come Stefano Arlunno, che incarna perfettamente i valori aziendali, che può sempre garantire loro attenzioni ed assistenza sul territorio che meritano.”*

Mangusta 94 è un interprete perfetto di cosa significa un “Maxi Open Mangusta”: grande impatto visivo di linee sportive senza tempo ed una tecnologia a bordo costantemente all'avanguardia per una navigazione sempre impeccabile.

Per citare il commento del presentatore di una TV in Florida, davanti ad un Mangusta: “Una perfetta espressione del termine “sexy”.

Mangusta 94 è perfetto per chi vuole raggiungere le proprie mete nel comfort totale, ma molto velocemente se lo desidera. E' versatile, come tutte le imbarcazioni Mangusta, ed è particolarmente apprezzato per la sua funzionalità tra cui la capacità di navigare in bassi fondali, grazie alla propulsione ad idrogetti, requisito fondamentale per la navigazione nelle Americas.

Anche in questo yacht vi è tutta la tecnologia Mangusta di ultimissima generazione, con motorizzazioni che garantiscono *il mantenimento* delle elevate prestazioni con consumi decisamente inferiori e con il sistema di propulsione ad idrogetti KameWa / Rolls Royce per una navigazione liscia e filante. Il comfort di bordo, all'ancora come in navigazione, è affidato anche alla presenza di due stabilizzatori giroscopici che assolvono perfettamente al loro compito di stabilizzare la barca con ogni mare.

Così come per ogni altro Mangusta, anche per questa unità, la quinta della serie, gli spazi interni ed il decor saranno progettati su misura dei desideri dell'Armatore e realizzati, come tradizione, con attenzione artigianale: dalla scelta dei materiali, alla qualità delle lavorazioni per ogni dettaglio a bordo.

Sarà pronta per l'estate 2018.

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Mangusta: un crescendo di successo anche negli USA

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Il Mangusta 94

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25/5/2017

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MANGUSTA: A SWELL OF SUCCESS IN THE US

May 21, 2017 10:53 am by WVOY



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We are proud to announce the sale of another Mangusta for America. This one is a Mangusta 94. It is the seventh Maxi Open Mangusta in the last few years to leave Italy for this important market that is becoming ever more strategic for Mangusta.

It is the crowning glory of intense, carefully targeted planning efforts in the country that have been underway for a number of years now and Stefano Arlunno, the Americas Area Manager, has become the person to go to. In the light of the outstanding results and to meet the demands of our customers in an increasingly effective way, the team and the American facility are soon to be uprated.

The structure is already well organised in order to support the large fleet of Mangusta yachts that zip through Florida waters, in the most glamorous locations in the north and soon on the west coast, too.

And Mangusta brand is, rightly, more and more recognized and appreciated for its very sophisticated technological content together with an astonishing on-board comfort even for Owners wanting to plough the waters at thirty-eight knots, as it is soon to become for this Mangusta 94!

"A new sales success that has been achieved because American customers see in Mangusta yachts a functional set up and quality engineering technology beyond their sheer beauty", says Francesco Frediani, Mangusta's Commercial Director. "They also particularly appreciate our shipyard because they know there is a family business that has been operating in the industry for over sixty years behind it. And then there are people like Stefano Arlunno, who are the perfect embodiment of the company's values, who are always on hand to guarantee the attention and assistance locally that they merit"

Mangusta 94 is a perfect interpreter of what a "Maxi Open Mangusta" means: great visual impact with timeless sporting lines and on-board technology that is always at the cutting edge, for faultless cruising.

To quote one Florida newscaster, in front of a Mangusta: "She is the definition of "sexy".

Mangusta 94 is ideal for those who want to reach their destination in total comfort but very fast if that is what they want. It is versatile like all Mangusta yachts, and it is particularly appreciated for its functionality including cruising in shallow water thanks to its waterjet propulsion, a must for cruising in the Americas.

This yacht, like the other contains all Mangusta' latest generation technology, with engines that guarantee the maintenance of the high performance levels with decidedly lower consumption and with the KameWa / Rolls Royce waterjet propulsion system for sleek, smooth cruising. On-board comfort whether at anchor or on the way is provided by two gyroscopic stabilisers that do their job of stabilising the boat in all seas, admirably.

As for every other Mangusta, this yacht, the fifth in the series, will have interiors and decors custom designed to mirror the Owner's wishes and produced as always with a craftsman's care: from the choice of the materials to the quality of the work, for every detail on board.

The yacht will be ready for the summer of 2018.





Versiliatoday [®] _(/)
Il quotidiano del giorno prima

Un Mangusta 94 venduto al mercato americano



di: [VersiliaToday Redazione \(https://www.versiliatoday.it/author/versiliatoday/\)](https://www.versiliatoday.it/author/versiliatoday/) | Pubblicato il 19/05/2017 at 11:45.

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Sarà pronta per l'estate 2018.

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Overmarine sells the fifth Mangusta 94 superyacht

Poweeeeer!

Italian yard Overmarine has sold the fifth Mangusta 94 superyacht to an American client.

The powerful maxi open yacht from the Mangusta range (<https://boats.drivemag.com/ww/news/overmarine-launches-second-mangusta-132-superyacht>) is quite popular in The United States. This fifth example will be delivered in 2018.

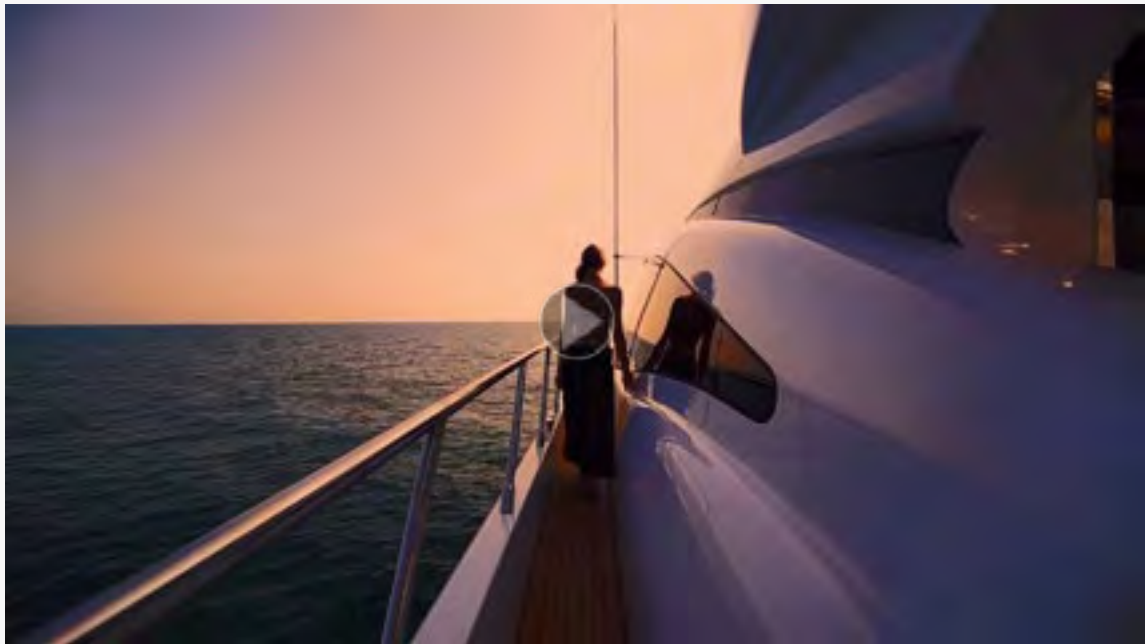
Mangusta 94 uses a GRP hull and superstructure. She is a 29m fast planing yacht that can reach a top speed of 38 knots.



The appeal of the yacht lies also in the use of the Rolls-Royce KaMeWa waterjet propulsion system, a system that keeps the draft to just 1.6m.

Six guests can be accommodated on board in three cabins, with crew quarters for a staff of four people.

Power is provided by two 2,600 hp MTU 16V diesel engines that allow for a fast cruising speed of 35 knots.



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Dragos Baltateanu (/ww/author/dragos-baltateanu)

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Mangusta 94', altra "barca sexy" per gli Usa

ULTIMA ORA

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📁 BARCHE A MOTORE, CANTIERI



23 MAGGIO 2017

Colpo americano per il gruppo Overmarine che annuncia la vendita di un **Mangusta 94'**, settimo maxi open esportato negli States. Contemporaneamente il gruppo di Viareggio – che fa capo alla famiglia **Balducci** – fa sapere che “considerati i brillanti risultati, e per far fronte in modo sempre più efficace alle esigenze dei nostri armatori americani, sia il team sia le strutture presenti in Usa saranno presto potenziate”. Una pianificazione più intensa e ancora più

mirata sul territorio, quindi, con il potenziamento della struttura già esistente da 11 anni e affidata a **Stefano Arlunno**, area manager Americas.

“Un nuovo successo di vendita – dice **Francesco Frediani**, direttore commerciale di **Mangusta** – raggiunto perché i clienti americani riconoscono a queste imbarcazioni, oltre alla bellezza estetica, l'impostazione funzionale e le qualità tecniche ingegneristiche. Ci apprezzano perché sanno che dietro il marchio c'è una solida azienda familiare, impegnata nella nautica con grande passione da oltre 60 anni. In più c'è qualcuno, come Stefano Arlunno, che incarna perfettamente i valori aziendali, un manager in grado di garantire agli armatori attenzioni e assistenza sul territorio”. E in cantiere ricordano il commento del presentatore di una tv della Florida davanti a un Mangusta: **“Una perfetta espressione del termine sexy...”**.

Mangusta 94' è particolarmente apprezzato anche per la capacità di navigare in bassi fondali grazie alla propulsione a idrogetti, requisito fondamentale per navigare in quei mari lontani. Anche in questo maxi open c'è tutta la tecnologia **Mangusta** di ultima generazione, con motorizzazioni che garantiscono il mantenimento delle elevate prestazioni con consumi decisamente ridotti grazie al sistema di propulsione a idrogetti KameWa-Rolls Royce. Il comfort di bordo, all'ancora come in navigazione, è garantito da due stabilizzatori giroscopici.

Mangusta 94' sarà varato nell'estate 2018.



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Mangusta 94, un crescendo di successo anche negli USA

🕒 19 maggio 2017 19:09 📁 Attualità 📍 Montespertoli



Siamo orgogliosi di annunciare la vendita di un altro Mangusta destinato al mercato americano. Si tratta di un Mangusta 94. Negli ultimi anni, è il settimo Maxi Open Mangusta che partirà verso questo importante mercato che sta diventando sempre più strategico per Mangusta.

Un risultato che corona un'azione di pianificazione intensa e mirata sul territorio, iniziata ormai da alcuni anni, e che fa di Stefano Arlunno, Area Manager Americas, il suo punto di riferimento. Considerati i brillanti risultati e per fare fronte in modo sempre più efficace alle esigenze dei nostri Clienti, sia il team sia le strutture presenti in USA saranno presto potenziate.

Già oggi la struttura è ben organizzata per sostenere la numerosa flotta di imbarcazioni Mangusta che sfrecciano in Florida, nelle località più glamour del nord, e presto anche nella Costa Ovest.

Ed il brand Mangusta è, giustamente, sempre più riconosciuto ed apprezzato per i suoi elevatissimi contenuti tecnici, uniti ad un sorprendente comfort di bordo, anche quando si vuole navigare a 38 nodi come sarà presto anche per questo Mangusta 94!

24/5/2017

Mangusta 94, un crescendo di successo anche negli USA - gonews.it

“Un nuovo successo di vendita che è stato raggiunto perché i Clienti Americani riconoscono alle imbarcazioni Mangusta, oltre alla bellezza estetica, l'impostazione funzionale e le qualità tecniche ingegneristiche.” afferma Francesco Frediani, direttore commerciale Mangusta. “Inoltre, apprezzano in modo particolare il nostro cantiere perché sanno che dietro c'è un'azienda familiare, solida, che lavora in prima persona nella nautica da oltre 60 anni. In più c'è qualcuno come Stefano Arlunno, che incarna perfettamente i valori aziendali, che può sempre garantire loro attenzioni ed assistenza sul territorio che meritano.”

Mangusta 94 è un interprete perfetto di cosa significa un “Maxi Open Mangusta”: grande impatto visivo di linee sportive senza tempo ed una tecnologia a bordo costantemente all'avanguardia per una navigazione sempre impeccabile.

Per citare il commento del presentatore di una TV in Florida, davanti ad un Mangusta: “Una perfetta espressione del termine “sexy”.

Mangusta 94 è perfetto per chi vuole raggiungere le proprie mete nel comfort totale, ma molto velocemente se lo desidera. E' versatile, come tutte le imbarcazioni Mangusta, ed è particolarmente apprezzato per la sua funzionalità tra cui la capacità di navigare in bassi fondali, grazie alla propulsione ad idrogetti, requisito fondamentale per la navigazione nelle Americas.

Anche in questo yacht vi è tutta la tecnologia Mangusta di ultimissima generazione, con motorizzazioni che garantiscono il mantenimento delle elevate prestazioni con consumi decisamente inferiori e con il sistema di propulsione ad idrogetti KameWa / Rolls Royce per una navigazione liscia e filante. Il comfort di bordo, all'ancora come in navigazione, è affidato anche alla presenza di due stabilizzatori giroscopici che assolvono perfettamente al loro compito di stabilizzare la barca con ogni mare.

Così come per ogni altro Mangusta, anche per questa unità, la quinta della serie, gli spazi interni ed il decor saranno progettati su misura dei desideri dell'Armatore e realizzati, come tradizione, con attenzione artigianale: dalla scelta dei materiali, alla qualità delle lavorazioni per ogni dettaglio a bordo.

Sarà pronta per l'estate 2018.

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Overmarine piazza un Mangusta negli Usa Benetti chiude su un 47 metri e vara Lady Lillian

NAUTICA

20 maggio 2017



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Il superyacht FB703 venduto da Benetti

VIAREGGIO. Momento d'oro per la nautica viareggina, reduce dal successo del Versilia Yachting Rendez-Vous. Overmarine e Benetti annunciano la conclusione positiva di due affari. Sempre Benetti comunica il varo di M/Y Lady Lillian, il motoryacht di 37 metri della linea Classic.

Lo yacht è stato varato giovedì scorso nel cantiere Benetti di Viareggio, in presenza delle maestranze, del management di Benetti, dell'armatore e dei suoi ospiti. Classic 121' M/Y Lady Lillian verrà consegnato all'armatore a

luglio.

«Per il Classic 121' Stefano Righini, storica firma del cantiere Benetti - si legge in una nota - ha sviluppato il concept e le linee esterne, mentre il designer **François Zuretti**, anch'esso con all'attivo diverse collaborazioni di successo con il cantiere, ha realizzato il design degli spazi interni, regalando all'imbarcazione uno stile moderno e contemporaneo. Il layout prevede 4 cabine vip nel Lower Deck, in aggiunta alla suite dell'armatore, per ospitare un massimo di 10 ospiti. All'armatore è dedicata una suite a tutto baglio a prua del main deck, mentre le aree esterne sono pensate per assicurare il massimo relax per gli ospiti con comode sedute, un'area dining esterna più formale sull'Upper Deck e una più informale sul Sun Deck, dove trovano spazio anche una vasca idromassaggio, area barbecue e bar».



Benetti, inoltre, ha annunciato la vendita dell'FB703, superyacht custom di 47 metri con scafo dislocante in acciaio e sovrastruttura in alluminio. L'FB703 entra così a far parte della collezione Custom di Benetti, la linea dedicata agli armatori che vogliono avere la possibilità di personalizzare completamente la propria imbarcazione. Il design degli esterni e l'architettura navale di questo nuovo superyacht saranno progettati dal team di architetti del cantiere, mentre gli interni saranno affidati al designer messicano **Mauricio Gómez de Tuddo**, alla sua prima collaborazione con Benetti. Il varo di FB703 è previsto per febbraio 2019 e la sua consegna per giugno 2019, nelle mani di un armatore

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Overmarine, invece, ha ufficializzato la vendita di un altro Mangusta destinato al mercato americano. Si tratta di un Mangusta 94. Negli ultimi anni, è il settimo Maxi Open Mangusta che partirà verso questo importante mercato che sta diventando sempre più strategico per Mangusta.

«Un risultato che corona un'azione di pianificazione intensa e mirata sul territorio, iniziata ormai da alcuni anni - si legge in una nota - e che fa di Stefano Arlunno, Area Manager Americas, il suo punto di riferimento.

Considerati i brillanti risultati e per fare fronte in modo sempre più efficace alle esigenze dei nostri clienti, sia il team sia le strutture presenti in Usa saranno presto potenziate. Già oggi la struttura è ben organizzata per sostenere la numerosa flotta di imbarcazioni Mangusta che sfrecciano in Florida, nelle località più glamour del nord, e presto anche nella Costa Ovest».

«Il brand Mangusta - conclude la nota stampa di Overmarine - è, giustamente, sempre più riconosciuto ed apprezzato per i suoi elevatissimi contenuti tecnici, uniti ad un sorprendente comfort di bordo, anche quando si vuole navigare a 38 nodi come sarà presto anche per questo Mangusta 94». Che sarà pronto per l'estate 2018.



20 maggio 2017



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Make Way for Another Mangusta 94 on American Shores

📅 MAY 19, 2017 ([HTTPS://MEGAYACHTNEWS.COM/2017/05/MAKE-WAY-ANOTHER-MANGUSTA-94-AMERICAN-SHORES/](https://megayachtnews.com/2017/05/MAKE-WAY-ANOTHER-MANGUSTA-94-AMERICAN-SHORES/)) 👤 MARIE CULLEN
([HTTPS://MEGAYACHTNEWS.COM/AUTHOR/MARIE-CULLEN/](https://megayachtnews.com/author/marie-cullen/))

The summer of 2018 can't come too soon for one particular American. That's when he takes delivery of the Mangusta 94 he just ordered from Overmarine Group (<http://www.overmarine.it>).

In keeping with her sporty, even sexy, styling, the Mangusta 94 should see 38-knot speeds. She comes with twin 2,600-hp MTUs, plus KaMeWa/Rolls Royce waterjets. But, because the builder realizes not all owners run at full tilt, the megayacht can dial down to 10 knots and remain comfortable while emphasizing fuel efficiency. In addition, because waterjets don't extend deep, shallow-water cruising is possible. The Mangusta 94's draft is just over 5 feet (1.6 meters).

As happens with all Mangustas, this owner is working with the shipyard's in-house interior-design department to arrange spaces and select soft goods. Unfortunately, the shipyard is not revealing, at least at this time, what the overall design will look like and include. But, if the owner does what other Americans did, you'll find a bar on the main deck that's actually also the galley. However, if the owner takes a more European approach, he'll place the galley below decks, in the crew's quarters.

Due to the Mangusta 94 being a maxi, we certainly expect the owner to make the most of outdoor areas. The megayacht features a welcoming lounging/dining nook on the foredeck, perfect for cocktails while at anchor. The entire flying bridge is open air, too, from the extra helm all the way aft. (The primary helm is a three-seater setup open to the saloon.)

On a related side note, this Mangusta 94 is the seventh maxi that Overmarine Group has sold to an American in recent years. The builder says the U.S. market is "becoming ever more strategic for Mangusta," too. Furthermore, due to the rising interest, the America Areas sales office should soon get some upgrades, and more staff.

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Overmarine sells Mangusta 94 yacht to American owner

22 May 2017 by Chris Jefferies

The Stateside popularity of the Mangusta range of maxi open yachts has been underlined by a new sale by Overmarine – the fifth Mangusta 94 motor yacht will be delivered to her American owner in 2018.

Built from a GRP hull and superstructure to an in-house design, this 28.72 metre fast planing yacht will boast a sporty top speed of 38 knots.



The Mangusta 94 has a beam of 6.6 metres

Francesco Frediani, commercial director at Overmarine, said: “American customers see in Mangusta yachts a functional set up and quality engineering technology beyond their sheer beauty.”

The yard adds that a key aspect of this appeal lies in the use of the Rolls-Royce KaMeWa waterjet propulsion system, which keeps the draft down to just 1.6 metres and allows Mangusta 94 owners to navigate shallow bays and remote anchorages.

Accommodation is for six guests split between three cabins, while the crew quarters allows for a staff of up to four people. No further details of the 135GT interiors have been released as yet, but the yard explains that it will be working closely with the owner to create bespoke solutions.

Al fresco relaxation options include a compact superyacht sundeck and a spacious aft deck, complete with sunpads and an adjacent dinette.



Seven Mangusta yachts have been delivered to the USA in recent years

On-board comfort will be taken care of by a pair of gyroscopic stabilisers, which ensure a smooth cruising experience, both underway and at anchor. Power will come from a pair of 2,600hp MTU 16V2000 M96L engines for a fast cruising speed of 35 knots, while the total fuel capacity of 8,800 litres should allow for extended coastal cruises.

Other superyacht projects currently under development at the Italian yard include the flagship Mangusta Gransport 54, which is also due to hit the water next year.



(<http://www.charterworld.com/>)

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Mangusta Yachts Sells Another Superyacht in America

May 22, 2017

Written by Maria Korotaeva

Overmarine Group's famous brand Mangusta (<http://www.charterworld.com/?sub=Mangusta-Overmarine>) has just announced the sale of superyacht Mangusta 94 to an American client. The commissioning of the fifth Mangusta 94 proves the success of the Mangusta Maxi Open (<http://www.charterworld.com/news/tag/mangusta-maxi-open>) series and marks the new stage of the company's strategic expansion into America (<http://www.charterworld.com/?sub=america-yacht-charter>). The team and the American facility will soon be updated in order to support the large fleet of Mangusta yachts in the waters of Florida (<http://www.charterworld.com/index.html?sub=florida-yacht-charter>), as well the finest yachting locations of the north and west coasts.



(<http://www.charterworld.com/news/mangusta-yachts-sells-another-superyacht-in-america/mangusta-94>)
Mangusta 94

“A new sales success that has been achieved because American customers see in Mangusta yachts a functional set up and quality engineering technology beyond their sheer beauty”, says Francesco Frediani, Mangusta's Commercial Director.

Frediani also mentioned: “They also particularly appreciate our shipyard because they know there is a family business that has been operating in the industry for over sixty years behind it. And then there are people like Stefano Arlunno, who are the perfect embodiment of the company's values, who are always on hand to guarantee the attention and assistance locally that they merit.”



25/5/2017

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Gemma Fottles

Editor

22 May 2017, 15:00:00

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New Mangusta 94 sold to American owner



A new Mangusta 94 superyacht has been sold to an American client, the Italian brand has recently announced. Mangusta attribute the new USA sale to their carefully targeted planning efforts in the region over the past few years lead by the Americas Area Manager, Stefano Arlunno, and note expansion will follow for Mangusta's American facilities and team soon.

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25/5/2017

New Mangusta 94 sold to American owner | SuperYacht Times

"A new sales success that has been achieved because American customers see in Mangusta yachts a functional set up and quality engineering technology beyond their sheer beauty," says Francesco Frediani, Mangusta's Commercial Director. "They also particularly appreciate our shipyard because they know there is a family business that has been operating in the industry for over sixty years behind it. And then there are people like Stefano Arlunno, who are the perfect embodiment of the company's values, who are always on hand to guarantee the attention and assistance locally that they merit."



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The latest sale is the fifth Mangusta 94 of the series, and is scheduled for delivery summer next year.



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Overmarine Group has announced the sale of Mangusta 94 for an American client.

“

A new sales success that has been achieved because American customers see in Mangusta functional set up and quality engineering technology beyond their sheer beauty. They appreciate our shipyard because they know there is a family business that has been in the industry for over sixty years behind it. And then there are people like Stefano Arlunno perfect embodiment of the company's values, who are always on hand to guarantee the assistance locally that they merit

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Francesco Frediani, Mangusta



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This yacht contains all Mangusta' latest generation technology, with engines that guarantee the performance levels with decidedly lower consumption and with the KameWa / Rolls Royce water smooth cruising. On-board comfort whether at anchor or on the way is provided by two gyroscopes. Other Mangusta, this yacht, the fifth in the series, will have interiors and decors custom designed to your wishes and produced as always with a craftsman's care: from the choice of the materials to the smallest detail on board. The yacht will be ready for the summer of 2018.

On April 11 the 12th Maxi Open yacht from the Mangusta 165 series, and third unit of the new "launched" at the Overmarine shipyard in Viareggio. Besides the 42 metre which has also been received, units are currently being built in the same location, amongst which a 54 metre from the new Mangusta



25/5/2017

Overmarine sells Mangusta 94 to US owner

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Overmarine sells Mangusta 94 to US owner

Published: 23 May 2017 Category: [Shipyards - New Construction](#) Author: [Sophie Allen](#)

[Overmarine](#) has announced that its fifth Mangusta 94 motor yacht has been sold to an American client, and will be delivered in 2018.



The 28m fast planing superyacht is built from a GRP hull and superstructure

The 28m fast planing superyacht is built from a GRP hull and superstructure, which was completed in-house. She features a Rolls-Royce waterjet propulsion system, allowing the draft to remain at a shallow 1.6m thus enabling owners to navigate shallow bays and remotely located anchorages.

Francesco Frediani, commercial director at Overmarine commented, "American customers see in Mangusta yachts a functional set up and quality engineering technology beyond their sheer beauty."

The Mangusta 94 is able to accommodate up to six guests in three cabins, with crew quarters for up to four staff. Details of the yacht's interior haven't yet been released, but Overmarine revealed that it is working closely with the owner to create an interior bespoke to their requirements.

Standout features on board the Mangusta 94 include a compact sundeck and large aft deck, featuring a dinette. The vessel is powered by two 2,600hp MTU M96L engines, allowing for a fast cruising speed of 35 knots, and a total fuel capacity of 8,800l to allow for long coastal cruises.

For more information, visit [Overmarine](#).

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Overmarine sells seventh Mangusta to the US

Fri May 26 2017, 13:16 PM

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The Italian yard says America is becoming ever-more strategic for Mangusta

Italy's Overmarine Group has announced the sale of another Mangusta 94 in the US. This is the seventh Maxi Open Mangusta to leave Italy in recent years for this important market, one that is becoming ever-more strategic for Mangusta.

"A new sales success has been achieved because American customers see in Mangusta yachts a functional set-up and quality engineering technology beyond their sheer beauty," says Francesco Frediani, Mangusta's commercial director. "They also particularly appreciate our shipyard because they know there is a family business that has been operating in the industry for over 60 years behind it.

The Mangusta 94 is particularly appreciated for its functionality, including cruising in shallow waters thanks to its waterjet propulsion – a must for cruising in the Americas.

Like other Mangustas in the range, the 28m yacht is equipped with the latest generation technology. This includes high-performance, low consumption engines and a Kamewa/Rolls Royce waterjet propulsion system for sleek, smooth cruising. Onboard comfort is provided by two gyroscopic stabilisers.

The Mangusta 94, the fifth in the series, will have interiors and decors custom designed to mirror the owner's wishes. It will be ready for the summer of 2018.

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Mangusta 94 is the seventh Maxi Open Mangusta in the last few years to leave Italy for this important market that is becoming ever more strategic for Mangusta.

It is the crowning glory of intense, carefully targeted planning efforts in the country that have been underway for a number of years now and Stefano Arlunno, the Americas Area Manager, has become the person to go to. In the light of the outstanding results and to meet the demands of our customers in an increasingly effective way, the team and the American facility are soon to be updated.

The structure is already well organised in order to support the large fleet of Mangusta yachts that zip through Florida waters, in the most glamorous locations in the north and soon on the west coast, too.

And Mangusta brand is, rightly, more and more recognized and appreciated for its very sophisticated technological content together with an astonishing on-board comfort even for Owners wanting to plough the waters at thirty-eight knots, as it is soon to become for this Mangusta 94.

"A new sales success that has been achieved because American customers see in Mangusta yachts a functional set up and quality engineering technology beyond their sheer beauty", says Francesco Frediani, Mangusta's Commercial Director. "They also particularly appreciate our shipyard because they know there is a family business that has been operating in the industry for over sixty years behind it. And then there are people like Stefano Arlunno, who are the perfect embodiment of the company's values, who are always on hand to guarantee the attention and assistance locally that they merit"

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Varato il secondo Mangusta Oceano 42 di Overmarine



Varato il secondo Mangusta Oceano 42 di Overmarine - Nautica Versiliatoday.it

È stato varato a Pisa un 42 metri in acciaio ed alluminio della linea Long Range, il Mangusta Oceano 42. Si tratta della seconda nave dislocante tre ponti del Gruppo,...

VERSILIATODAY.IT | DI [PAOLO SALVETTI](#)

👍 Mi piace

💬 Commenta

➦ Condividi

👍 😱 84

Commenti più rilevanti ▼



Overmarine lança segunda Mangusta Oceano 42 - Boat Shopping

A Overmarine lançou, no último domingo, 28 de abril, a segunda embarcação da linha de tri-decks Mangusta Oceano 42, que foi vendida em 2016.

BOATSHOPPING.COM.BR

Marciel Assis, Avaldo Jose Almeida e altri 382

3 commenti Condivisioni: 17

Mi piace Commenta Condividi

Menzione



The World of Yachts & Boats

4 maggio alle ore 20:30 ·

✓ "Mi piace" a nome della Pagina aggiunto

Launch of a new Mangusta by Overmarine Group Oceano 42 - <http://ow.ly/ESih30bqKT4> #yachts #luxury

Visualizza traduzione



Launch of a new Mangusta Oceano 42 -

A 42 metre steel and aluminium yacht from the Long Range line, Mangusta Oceano 42, was launched last Friday, 28th April. This is the second three...

THEWORLDIFYACHTS.COM



The World of Yachts & Boats

21 maggio alle ore 15:00 · 🌐

✓ "Mi piace" a nome della Pagina aggiunto ▼

Mangusta Yachts : A swell of success in the US - <http://ow.ly/FauM30bUfVh> #News #Luxury

[Visualizza traduzione](#)



MANGUSTA: A SWELL OF SUCCESS IN THE US -

We are proud to announce the sale of another Mangusta for America. This one is a Mangusta 94. It is the seventh Maxi Open Mangusta in the last few...

THEWORLDOFYACHTS.COM



Liguria Nautica

5 maggio alle ore 14:35 · 🌐

Varato il secondo mega yacht Mangusta Oceano 42.
[Mangusta by Overmarine Group](#)



Varato il secondo mega yacht Mangusta 42 Oceano

E' stato varato il 28 aprile un mega yacht di 42 metri in acciaio ed alluminio della linea Long Range: il Mangusta Oceano 42, realizzato da Overmarine Group

[NEWSLIGURIA.COM](#)



Mi piace



Commenta



Condividi





Nautica On Line

19 maggio alle ore 10:48 · 🌐

✓ "Mi piace" a nome della Pagina aggiunto ▼

Mangusta Yachts è lieta di annunciare la vendita di un altro Mangusta destinato al mercato americano. Si tratta di un Mangusta 94. Negli ultimi anni, è il settimo Maxi Open Mangusta che partirà verso questo importante mercato che sta diventando sempre più strategico per Mangusta. [#mangusta](#) [#overmarine](#) [#yacht](#) [#superyacht](#) [#maxiopen](#)



MANGUSTA: UN CRESCENDO DI SUCCESSO ANCHE NEGLI USA

Viareggio, 19 maggio 2017 Overmarine è lieta di annunciare la vendita di un altro Mangusta destinato al mercato americano. Si tratta di un Mangusta 94. Negli ultimi anni, è il settimo Maxi Open Mangusta che partirà verso questo importante mercato che sta diventando sempre più strategico per Mangusta...

NAUTICA.IT



MARES Nautical Magazine ha condiviso la foto di
Mangusta Yachts.

20 maggio alle ore 10:25 ·



Mangusta Yachts

Mangusta 94 unit number 5 sold! #mangusta #yachtsold #mangusta94
#mangustayacht #mangustayachts #yachtsinusa #mangustaamerica #technology #fast
#speed #performance #comfort #space #nocompromise #sales #salesinusa
#overmarinegroup

MANGUSTA: A SWELL OF SUCCESS IN THE US, TOO

Viareggio, May 19th, 2017

We are proud to announce the sale of another Mangusta for America. This one is a Mangusta 94. It is the seventh Maxi Open Mangusta in the last few years to leave Italy for this important market that is becoming ever more strategic for Mangusta.

It is the crowning glory of intense, carefully targeted planning efforts in the country that have been underway for a number of years now and Stefano Arlunno, the Americas Area Manager, has become the person to go to. In the light of the outstanding results and to meet the demands of our customers in an increasingly effective way, the team and the American facility are soon to be updated.

The structure is already well organised in order to support the large fleet of Mangusta yachts that zip through Florida waters, in the most glamorous locations in the north and soon on the west coast, too.

And Mangusta brand is, rightly, more and more recognized and appreciated for its very sophisticated technological content together with an astonishing on-board comfort even for Owners wanting to plough the waters at thirty-eight knots, as it is soon to become for this Mangusta 94!

"A new sales success that has been achieved because American customers see in Mangusta yachts a functional set up and quality engineering technology beyond their sheer beauty", says Francesco Frediani, Mangusta's Commercial Director. "They also particularly appreciate our shipyard because they know there is a family business that has been operating in the industry for over sixty years behind it. And then there are people like Stefano Arlunno, who are the perfect embodiment of the company's values, who are always on hand to guarantee the attention and assistance locally that they merit"

Mangusta 94 is a perfect interpreter of what a "Maxi Open Mangusta" means: great visual impact with timeless sporting lines and on-board technology that is always at the cutting edge, for faultless cruising.

To quote one Florida newscaster, in front of a Mangusta: "She is the definition of "sexy".

Mangusta 94 is ideal for those who want to reach their destination in total comfort but very fast if that is what they want. It is versatile like all Mangusta yachts, and it is particularly appreciated for its functionality including cruising in shallow water thanks to its waterjet propulsion, a must for cruising in the Americas.

This yacht, like the other contains all Mangusta' latest generation technology, with engines that guarantee the maintenance of the high performance levels with decidedly lower consumption and with the KameWa / Rolls Royce waterjet propulsion system for sleek, smooth cruising. On-board comfort whether at anchor or on the way is provided by two gyroscopic stabilisers that do their job of stabilising the boat in all seas, admirably.

As for every other Mangusta, this yacht, the fifth in the series, will have interiors and decors custom designed to mirror the Owner's wishes and produced as always with a craftsman's care: from the choice of the materials to the quality of the work, for every detail on board.

The yacht will be ready for the summer of 2018.

www.overmarine.it



Boat International

22 maggio alle ore 17:20 · 🌐

✓ "Mi piace" a nome della Pagina aggiunto ▼

38 knots of speed and sleek styling are just two of the reasons why the [Mangusta Yachts 94](#) is proving so popular on both sides of the Atlantic: <http://buff.ly/2r8sSw9>

[Visualizza traduzione](#)



👍❤️😄 J Ramon Trinidad, Ali Ruhi Gürkan e altri 140

1 commento Condivisioni: 3





Mi piace



Segui



Condividi



Overmarine lança segunda Mangusta Oceano 42 - Boat Shopping

A Overmarine lançou, no último domingo, 28 de abril, a segunda embarcação da linha de tri-decks Mangusta Oceano 42, que foi vendida em 2016.

BOATSHOPPING.COM.BR



Mi piace



Commenta



Condividi







Overmarine Mangusta O

Namastè

Ci siamo fatti accompagnare dal progettista in persona, Alberto Mancini, per scoprire i segreti di questo Mangusta Oceano 42 metri costruito in acciaio e alluminio da Overmarine

Alberto Mancini himself accompanied us to discover the secrets of this Mangusta Oceano 42m, built in steel and aluminium by Overmarine

by Angela Colombo

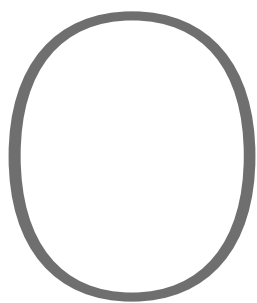


SUPERYACHTS



La grande piscina sul ponte superiore di prua è un elemento particolarmente apprezzato dagli ospiti a bordo.

The large swimming-pool on the upper deck is very appreciated by the guests.



Overmarine, con questo yacht definisce sotto diversi punti di vista un nuovo corso. Mangusta Oceano 42 è infatti il primo yacht in metallo prodotto dal cantiere, il primo realizzato su progetto di **Alberto Mancini** e il primo megayacht dislocante dopo i tanti successi ottenuti con gli scafi plananti di grandi dimensioni. Il designer ci parla con grande passione di questo progetto: *«Ho approcciato il lavoro con uno studio approfondito del marchio Mangusta, le sue caratteristiche stilistiche, la sua filosofia progettuale, iniziando a produrre sketch a mano, al fine di riepilogarne ogni punto, ogni stilema, ogni elemento caratterizzante che ha segnato la storia del brand e delle sue barche. Un lavoro lungo, complesso, che ha richiesto un enorme impegno, ma che è stato necessario per entrare nell'anima dei Mangusta, metabolizzando ogni suo aspetto. Realizzare un'unità in metallo non è come produrre una barca da stampo, ci sono delle differenze tecniche che normalmente condizionano anche il lavoro del designer. Invece, proprio l'aver scavato a fondo nella storia del marchio, l'essere riuscito a coinvolgere in*



“

Una caratteristica di SICURO IMPATTO è il **trait d'union** TRA ESTERNI E INTERNI della barca e fra ospiti e il mare.

*The **link** BETWEEN EXTERIORS AND INTERIORS alongside the one between guests and the sea is a characteristic of great influence.*

”



SUPERYACHTS

questa opera di analisi e di sviluppo di nuove linee, tutte le persone che hanno partecipato alla costruzione dell'Oceano 42, anche i saldatori, ha dato modo di realizzare forme e stili che mantengono l'impronta dei Mangusta». Alberto Mancini ha concentrato le sue energie sulla percezione degli spazi generata dalla gestione di linee verticali e orizzontali realizzate con pareti, mobili, finestre e altri elementi come le luci.

Una particolarità dello yacht è il rapporto fra la disponibilità di spazio interno e quello degli esterni, che su un open è sempre elevato. Un'equazione non semplice da risolvere su un motoryacht di volume come questo, ma crediamo che il risultato, in virtù dell'ampiezza dei ponti esterni, sia più che soddisfacente. Una caratteristica di sicuro impatto, *trait d'union* tra esterni e interni della barca e fra ospiti e il mare è la zona poppiera dell'imbarcazione. **Li è stata creata una beach area che con il ribaltamento della poppa diventa molto grande** ottenuta con una scelta progettuale diversa e radicale spostando il garage per il tender all'estrema prua.

Gli interni prevedono quattro cabine ospiti ognuna con uno stile unico, alle quali sono stati dati i nomi *Saint Tropez, Bodrum, Mauritius e Regno di Pergamo*. Un'idea colta con favore dall'armatore e realizzata con materiali differenti per ogni cabina basandosi sulle tradizioni delle località a cui s'ispirano. C'è stato un grandissimo lavoro di ricerca fatto dallo studio di Alberto Mancini improntato a trovare elementi di originalità non come mero esercizio stilistico, ma integrati in un contesto capace di mantenere piena vivibilità, praticità d'uso, offrendo al contempo la percezione di benessere per gli ospiti. «*Negli interni di Namasté ho cercato di proporre un progetto di arredo e décor basato su un gioco di colori, con nuance talvolta in abbinamento oppure in pieno contrasto, ma anche di materiali vari che anche attraverso le lavorazioni riescono a esprimere un livello di esclusività superiore. È una nave full custom nell'accezione letterale del termine, dove ogni elemento dell'arredo e del décor è stato pensato e realizzato appositamente per essere collocato sulla nave*». Anche la suite armatoriale è un ambiente nel quale la percezione di essere a bordo di uno yacht di maggiori dimensioni pervade l'osservatore, così come il contatto visivo con il mare assicurato da superfici trasparenti.

Prosegue Mancini: «*Ho cercato di dare spazialità agli interni rendendoli il più possibile ariosi, soprattutto attraverso l'uso olistico delle luci, un approccio filosofico al lighting design che ho studiato approfonditamente. L'uso della luce naturale che dai ponti esterni passa all'interno, letteralmente attraversando superfici solitamente impenetrabili, e poi quella proveniente dalle ampie vetrate presenti su tutta la barca, abbinati a installazioni di luce artificiale, posizionate in modo da irradiare sempre in maniera indiretta, è volto a dare la sensazione di ampiezza, di trovarsi a bordo di una barca più grande.*





Negli interni di *Namasté* il décor è basato su un gioco di colori con nuance raffinate e su materiali che esprimono un livello di esclusività superiore. I pavimenti sono di Luxury Wood Italy.

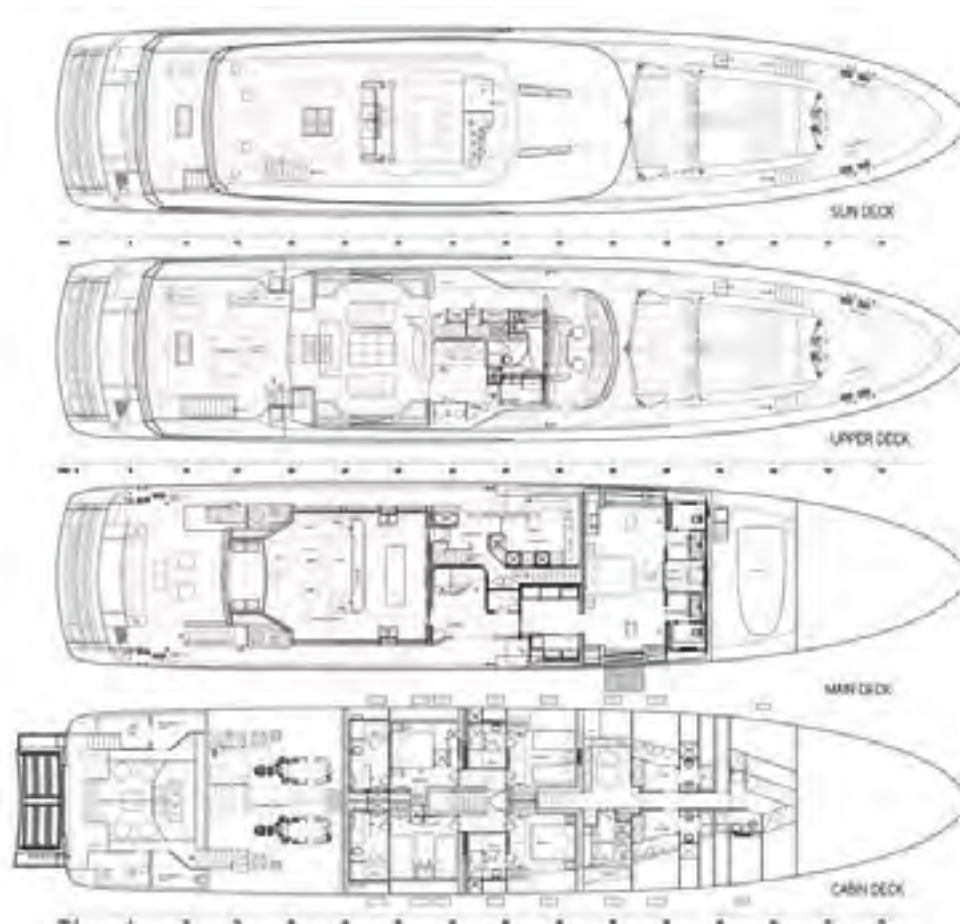
Namasté has an interior layout based on a play of colours with fine nuances and materials, which express a higher level of exclusiveness. The floors are by Luxury Wood Italy.

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SUPERYACHTS

SCHEDA TECNICA

PERFORMANCES AND DETAILS



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www.overmarine.com

PROGETTO Esterni Alberto Mancini e Overmarine Group
• Interni Alberto Mancini e Overmarine Group Design Department • Architettura navale

SCAFO Lunghezza ft 42,30m • Larghezza massima 8,70m • Gross Tonnage 440 • Dislocamento pieno carico 390 t • Capacità serbatoio carburante 62000 l • Capacità serbatoio acqua 12000 l • Velocità massima a mezzo carico 15 nodi • Velocità di crociera economica 11 nodi • Autonomia alla velocità di crociera economica 4000 miglia • Materiale di costruzione scafo in acciaio e sovrastruttura in alluminio • Cabine Suite armatoriale + 2 cabine matrimoniali e due cabine doppie • Equipaggio 7 persone in 4 cabine

MOTORE 2 MTU 12V 2000 M72 • Potenza 1080KW ognuno

Motore Opzionale 2 MTU • Modello 16V 2000 M72 • Potenza 1440kW ognuno

CERTIFICAZIONE ABS
A1, Commercial Yachting Service, E, AMS- MCA Code Compliance.

PROJECT Interni Alberto Mancini and Overmarine Group • Esterni Alberto Mancini and Overmarine Group Design Department • Naval Architecture

HULL LOA 42,30m • Maximum Beam 8,70m • Gross Tonnage 440 • Full mass displacement 390 t • Fuel tank volumes 62000 l • Water tank volume 12000 l • Maximum Speed (half load) 15 knots • Economic cruising speed 11 knots • Range at the economic cruising speed 4000 nautical miles • Building material Stainless steel for the hull and Aluminium for the superstructure • Cabins Master suite, two double cabins and two twin • Crew 7 people in 4 cabins

MAIN PROPULSION 2 MTU • Model 12V 2000 M72 • Outlet mechanical power 1080KW each

OPTIONAL PROPULSION 2 MTU • Model 16V 2000 M72 • Outlet mechanical power 1440KW each

CERTIFICATION ABS
A1, Commercial Yachting Service, E, AMS- MCA Code Compliance.





“

LA SUITE ARMATORE è caratterizzata dal **contatto visivo con il mare** grazie a grandi superfici TRASPARENTI.

*The MASTER SUITE is characterized by the **sea view**, thanks to the large glass SURFACES.*

”

Per rendere tale sensazione persistente, abbiamo posto grande attenzione anche nell'eliminare potenziali barriere architettoniche, capaci di limitare il colpo d'occhio di chi si trova a bordo».

Ampie zone conviviali al coperto e all'aperto offrono molteplici possibilità di vivere questo yacht in totale privacy per armatore e ospiti anche durante lunghe crociere, per le quali un'**autonomia di 4.000 miglia alla velocità di crociera economica di 11 nodi** offre pochi limiti alla fantasia.

Mangusta Oceano 42 è sicuramente un esempio di quel "Made in Italy" di grande qualità progettuale e costruttiva che evidenzia le capacità della nostra industria di imporsi sui mercati internazionali con successo. Conclude Mancini: «*Penso che aver avuto la possibilità di disegnare tutto lo yacht, esterni e interni, sia stata fondamentale per il risultato finale, perché in termini di design e di progettazione degli spazi questo è l'approccio migliore che si possa avere per riuscire a integrarli in un solo concetto*».

With this yacht, Overmarine sets a new path in a number of different ways. Mangusta Oceano 42 is the first of the yard's yachts to be made of metal, the first designed by **Alberto Mancini**, and the first displacement megayacht after many successes obtained with planing boats. The designer's passion for this project shines through as he tells us about it: «*I approached the project by delving into in-depth research into the Mangusta brand, its stylistic features and its design*

SUPERYACHTS

Le zone conviviali al coperto e all'aperto offrono molteplici possibilità di vivere questo yacht in totale privacy per l'armatore e per gli ospiti anche durante lunghe crociere.

Both the internal and external convivial areas offer different possibilities to enjoy this yacht. The owner and his guests will be surrounded by total privacy even during long cruises.



philosophy. I began with hand-drawn sketches summarising every point, every styling feature, each characteristic element that has marked the history of this brand and its boats. This was a time-consuming and complex process that took enormous commitment, but it was necessary in order to get inside Mangusta's soul, to metabolise every aspect of what it does. Making a metal boat isn't like producing a moulded one. There are some technical differences that normally also affect the designer's work. However, the fact that I had dug deep down into the firm's history, that I managed to involve everybody who had worked on building the Oceano 42 – including the

welders - in this work of analysis and development of new lines, meant we were able to create an outline and style that are true to the Mangusta heritage». Alberto Mancini focussed on the impression the spaces give, shaped by the combination of vertical and horizontal lines consisting of walls, furniture, windows and other elements such as lights. One of the characteristics of the yacht is its ratio between interior space and external areas, which in an open-plan yacht is always high. It is an equation that is not easy to solve in a sizeable motoryacht like this, but we think that – because of the size of the external decks – the result is more than satisfactory. One area that definitely

makes a strong impact is the boat's stern, a transitional area between the interior and exterior, and between guests and the sea. **A beach area has been created there, and thanks to a radical, unusual, design decision, it is very large:** the stern has been overhauled, and the tender garage moved right into the bow.

Inside we find four guest cabins, each one in a different style. They are named *Saint Tropez, Bodrum, Mauritius* and *Regno di Pergamo* (Kingdom of Pergamon). The owner liked this idea, and each cabin is made with different materials that are based on the traditions of the places they take their name from.



“

Il portellone della **beach area** ha due grandi finestre e, quando aperto, diventa una GRANDE SPIAGGIA con il calpestio in cristallo sul mare.

*The hatch of the **beach area** has two large windows and, when opened, turn into a WIDE BEACH with a crystal floor over the sea.*

”

Alberto Mancini's design studio carefully researched original elements not just as a simple stylistic exercise, but ones that could be integrated in a decor that is fully liveable, practical, and also makes guests feel good. «With the interiors of Namasté I aimed to create an interior design based on the play of colours, with nuances that sometimes match and others standing in complete contrast. I also used a variety of materials that manage to express a superior level of exclusivity, also through their finishes.



SUPERYACHTS

Alberto Mancini

Nato a Trieste nel 1978 è laureato presso l'Istituto Europeo di Design di Torino. La sua storia si è nutrita negli anni di grandi passioni, quella per il mare, per le auto sportive, per le barche e per il disegno. Ha vinto il Compasso d'Oro nel 2016.

//Born in Trieste in 1978, he graduated at the European Design Institute of Turin. Over the years his background has been enriched by great passions, like the one for the sea, cars, boats and design. He won the Gold Compass in 2016.



“

Namastè ha un'autonomia di 4000 miglia all'andatura di crociera economica di 11 nodi. La velocità massima è di 15 nodi.

Namastè has a range of 4000 miles at the economic cruising speed of 11 knots. The maximum speed is of 15 knots.

”



Il ponte superiore è particolarmente ampio. Le finiture sono molto ricercate con elementi d'arredo di grande pregio.

The upper deck is very large. The finishing touches are very refined and the furnishings are of high quality.

It's a full custom boat, in the literal sense of the expression, where every element of furnishing and decor has been created and made specially to be placed there on board». The owner suite is another area which gives the impression of being on board a larger yacht, as does the view of the sea through transparent surfaces.

Mancini continues: «I worked to make the interiors feel spacious by making them as airy as possible, especially with the holistic use of the lights, a philosophical approach to lighting that I have done a lot of research on.

The use of natural light coming in from the outside deck areas, filtering through surfaces that are normally impenetrable, and the light flooding in from the large windows throughout the boat, combined with lighting installations, which are all positioned so as to provide indirect light, are aimed at giving a feeling of expanse, as if one were on a larger boat. To reinforce this feeling, we also paid a lot of attention to

eliminating potential architectural barriers which can potentially block the view of those on board».

Large reception areas, both covered and uncovered, mean there are plenty of ways for owner and guests to enjoy the yacht in complete privacy even during long cruises, and the 4,000 mile range at the economy cruising speed of 11 knots doesn't put much limit on one's wishes.

Mangusta Oceano 42 is certainly an example of Italian manufacturing combining great design and construction quality that showcases the ability of our industry to successfully make its mark in international markets. Mancini concludes: «I think that the fact that I could design the entire yacht, both exteriors and interiors, has had a fundamental impact on the final outcome. In terms of design and planning spaces, that is the best possible approach so that they are integrated in a single concept». ■



BILGIN YACHTS

Built by Bilgin Yachts for a Mexican family with a strong passion for technology, the 47m motor yacht *Giaola-Lu* is the first fully custom superyacht built for the client and, more than the others in the same category, can be considered a real family yacht: the entire family (three generations) was actively involved in the designs and in the building process with great enthusiasm from the very beginning. The main feature of *Giaola-Lu* is the focus on outdoor living together with the choice to design the traditional main saloon as a lounge/cinema. The interior - contemporary, cosy and natural - was intended to convey a feeling of both comfortable family living and entertaining. Many elements were inspired by Scandinavian and high-end residential detailing in order to create a homely yet modern feel. The client was particular with the veneer selection to ensure the feeling of warmth was continuous and synonymous throughout. Satin walnut, satin wedge and matt olive wood veneers combined with nubuck, shagreen and natural leathers were the materials used at the interior. Fabrics and leathers were sourced from the UK at the specification of H2, and a variety of stones featuring emperador dark, white onyx, cream travertine and Eramosa were supplied within Turkey.

OVERMARINE

If you suffer from any type of Stendhal's syndrome, our suggestion is "avoid Magusta Oceano 42"!

The very first steel and aluminium 42 metre yacht from the Long Range line, was presented last year in September, and from that moment on, a new benchmark in design has been set and today it belongs to the Balducci family. Not a beautiful ship, but rather a real masterpiece. Designed by Alberto Mancini, *Mangusta Oceano 42*, named *Namaste*, modern and elegant, expresses her proportions through a blend of taught, sharp lines combined with softer sections. The exteriors are characterized by a swimming-pool with a waterfall featuring an infinity effect. The interiors significantly benefit from natural light and from glass transparencies, that light up the various different areas, increasing the perception of space.

FEADSHIP

Bannenberg & Rowell for the exterior and Studio Indigo for the interiors of *Moon Sand*: two particularly praiseworthy yachts among the Feadship newbuilds. *Joy*, a 70-metre beauty designed by Bannenberg & Rowell, for the first time involved in the exteriors, and by London-based Studio Indigo for the interiors, for the first time working on a project of this scale. Though it may look rather conventional from the outside, *Joy's* interiors are irresistibly compelling. More than 250 finishes have been used throughout the boat: the idea was to create for each cabin a unique and extraordinary experience, by giving each area a highly individual character through the use of diverse materials, patterns, colours and

textures. *Joy*, rich, aristocratic but accessible, modern with a little bit of *vintage* flavour, was at the beginning imagined as a 50m, and then extended to her final size of 70m. Despite the preference for a larger boat, interiors have been designed human-sized, whilst her expansive outdoor space goes unrivalled.

Like every pure custom Feadship, *Moon Sand* is foremost a reflection of the owners who commissioned her. The look, feel and function of this striking new Feadship certainly benefit from the high degree of input from the clients, who liaised with De Voogt Design and Bannenberg & Rowell to create a relatively modern yacht with classic touches.

BAGLIETTO

Both signed by Francesco Paszkowski, *Lucky Me* and *Unicorn*, successfully presented in Cannes and Monte Carlo last year, show completely different characters: *Lucky Me* (recently sold) was built by the shipyard on spec and for this reason - though sophisticated - features less daring interiors compared to *Unicorn*. Both the interiors are clearly devoted to a deep and cultured aesthetic sense. Both *Lucky Me* and the bold *Unicorn*, are among the best expressions of the Made in Italy values, in terms of style and craftsmanship. The first, powerful and aggressive in her exterior lines, features impressive volumes, rarely found on planning yachts of this size: the warm shades of rosewood used for lining and floors alternate with the colder white lacquered ceilings and side panels across the entire boat, resulting in very refined, contemporary, stylish interiors. *Unicorn*, minimalistic and definitely *superchic*, is among the most exciting designs of this latest period. Classic yet contemporary, the interiors strongly reflect the Owner's personality creating a rich and sophisticated - almost urban - atmosphere.

PRINCESS

Kohuba made her debut at the Düsseldorf Boat Show last year. A study in refined masculinity, with its dark wood interior, outdoor

cinema and penthouse-like main deck master. Not a 5-deck ultrayacht but a little jewel made in Plymouth by Princess Yachts, with naval architecture and styling by Bernard Olesinski. It's a 30 metre man-cave of comfortable, stylish customisation, the first in the new generation M CLASS range of superyacht. *Kohuba* has a sophisticated exterior design, which personifies the finest qualities of Princess design and craftsmanship. Aggressive lines and modern interiors with prestigious handcrafted finish definitely reinvented the standard in her range. A mini-superyacht for the new generations of young owners.



OVERMARINE
M/Y Namaste, 42m, 2016
Exteriors/Interiors: AM Yacht Design

© Overmarine



CLASE A

Botadura de la unidad nº12 del Mangusta 165

Cuando se presentó la primera unidad del Mangusta 165 se dijo de ella que, con sus casi 50 metros, era el superyate Open construido en serie más grande del mundo y que, gracias a su potente motorización, era el yate de serie más rápido de su eslora construido hasta ese momento.

Este mes de abril, Overmarine Group ha puesto en el agua la unidad nº 12 de su Maxi Open Tanker Mangusta 165 y la tercera unidad de la nueva serie "Evolution". Su rendimiento, comodidad y, por supuesto, un estilo hacen de este 50 metros un superyate único en la escena náutica internacional.

Con un desplazamiento de casi 300 toneladas, el Mangusta 165 puede alcanzar una velocidad de crucero superior a los 35 nudos a plena carga, garantizando una navegación increíblemente suave y sin vibraciones a bordo, por tanto, confortable al mismo tiempo. Esto ha sido posible gracias al acertado diseño y construcción de su casco y su superestructura, así como a la instalación de 4 motores MTU 16V2000 M104 de 2.600 hp, 4 turbinas Rolls Royce/Kvaerner NP y 4 estabilizadores Sealexaper.

Todo ello permite que el Mangusta 165 tenga un rendimiento único, así íntimo al de los anteriores Onco Mangusta 165 cuya motorización era similar, pero con un consumo significativamente menor a la misma velocidad. Esto también se debe a la eficacia del sistema de estabilización, que optimiza la navegación en todas las condicio-

nes, especialmente a baja velocidad. Lo que implica que su armador puede navegar en modo de desplazamiento incluso a una velocidad mínima de 8-10 nudos, con total comodidad, confort que está también garantizado cuando este superyate está anclado.

Líneas depuradas

Como el resto de sus "hermanos" de serie, este último Mangusta 165 se caracteriza por sus líneas deportivas inconfundibles –auténtico icono de la marca– a la vez que reúne las últimas modificaciones estéticas y

estructurales introducidas en la serie Evolution.

Entre otras últimas modificaciones la nueva forma del acristalamiento de la cubierta principal; la ventanilla lateral única y las 3 claraboyas grandes de la cubierta principal que permiten una entrada abundante de luz natural en sus interiores y garantizar así la comunicación ininterrumpida con el exterior.

Cabe mencionar también que la sección final, más a popa, de su flybridge, responde a un nuevo diseño y que su sección estacionado alerón/en inglés grill de acero inoxidable aporta además de un volumen mayor empuje rítmico, un impacto visual más fuerte cuando se observa en su conjunto.

Al igual que todos los yates Mangusta, en este nuevo 165 también, los interiores han sido diseñados y realizados a medida para satisfacer todos y cada uno de los deseos de su armador.

Este superyate, que será presentado en el Mónaco Yacht Show 2017, presenta el casco y la superestructura de color negro con detalles rojos, incluyendo su logotipo, diseñado conjuntamente con su propietario.





When the first unit of Mangusta 165 was presented at launching at the 12th, it was said that, with almost 50 metres, it was the biggest Open superyacht in the world built in mass, and that, thanks to its powerful motorization, it was, so far, the fastest production built yacht of this length.

The 12th Plan Open yacht from the Mangusta 165 series, and third unit of the new "Evolution" series, was launched last April at the Overmarine shipyard in Viareggio. Her performance, comfort and, of course, style make this 50 metre unique on the international nautical scene.

A yacht with a displacement around 930 tonnes, she can cruise at a speed in excess of 35 knots at full load very smooth on the water with no vibrations on board. This has been possible due to the design and construction technique of hull & superstructure and to the installation of 4 2400 HP (1711 / 16V2000 P194 engines, 4 Rolls Royce/Varne/V's NIP waterjets and 4 Seakeeper stabilisers. This yacht has unique performance, almost identical to that of the propulsion packages used previously for the Mangusta 165, but with significantly lower consumption at the same speed. This is also due to the effectiveness of the stabilisation system, which optimizes navigation in all conditions especially at low speed.



This superyacht, that will be presented at the Monaco Yacht Show 2017, consists of a black hull and superstructure with details in red, including its logo, designed jointly with its owner.



Owners can, therefore, use their yacht in displacement mode even at a minimum speed of 8-10 knots, in total comfort. The same comfort is guaranteed when she is motored, too.

Polished lines

This Mangusta 165 is characterized by the unmistakable racy, sporty lines which are an authentic icon of the brand. She brings together the recent aesthetic and structural alterations introduced for the Evolution series, amongst which the new shape of the glazing on the main deck: the single side window and the 3 big skylights on the main deck let in copious amounts of natural light indoors and guarantee an uninterrupted dialogue with the outdoors.

An extended flybridge, where the end section of the stern features a new design and a stainless steel grill, gives the yacht even greater dynamic thrust and a stronger aesthetic impact when viewed as a whole. As with all Mangusta yachts, in this new 165 too, the interiors have been designed and produced custom-made in order to satisfy each and every one of her Owner's wishes, experienced and passionate.

www.overmarine.it - www.nichimarine.com



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Mangusta



MANGUSTA

تحية احترام متأخرة
ليخت Overmarine
ساحر المساحة والضوء
وسفير الجودة والابتكار

Oceano 42

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طوله 42 متراً وقد جرى إطلاقه في حزيران/يونيو العام الماضي ليظهر للعامة في معارض الخريف مسجلاً بدء دخول المجموعة رسمياً إلى قطاع اليخوت الطويلة المدى. وقبل أن ننسى نود أن نشير إلى أن هذا اليخت الجميل حاز على جائزة Best Layout لليخوت المصنعة بين 38 و 54 متراً ضمن جوائز World Yachts Trophies 2016.

لا مبالغة في القول بأنه فريد في صنفه فهو يحمل خصائص راقية ومحتويات وتصميم لليخوت الأكبر حجماً. لنبدأ بالتصميم الذي جرت العناية به بدقة خلال كل المراحل، وخاصة التفاصيل المستخدمة في صناعة السيارات والقطع الزجاجية في المؤخرة التي تعطيه دفعةً ديناميكياً إضافياً. وهناك كذلك مزيج من الخطوط الحادة والأنيقة التي تنضم إلى الأقسام الناعمة بين المساحات المتنوعة والعناصر التصميمية الأساسية.

المحتويات على متن متنوعة بين تلك المتعلقة بطريقة العيش المرفهة، وتلك المرتبطة بالنواحي التقنية: ال Beach Club والمسبح الكبير في المقدمة هما مثال واضح على التوازن التام بين المساحات الداخلية والخارجية. وكذلك الأمر

على مدى الأعوام الثلاثين الماضية، عُرفت Overmarine Group بكونها مجموعة دولية رائدة في صنع يخوت آلية نصف جاهزة Maxi Open.

وعندما قررت دخول عالم المراكب المزاحة، لخصت عائلة Balducci مؤسستها ومالكها الوحيدة، التي مثلها الرئيس التنفيذي Maurizio Balducci الهدف بهذه العبارات: «بناء يخت من ثلاث طبقات يؤكد البصمة الوراثية لـ Mangusta بأفضل وجه في قطاع من الأسواق، جديد على المجموعة». وتعني المجموعة بالبصمة الوراثية، الخطوط الحديثة التي تتمثل بتصميم عصري لا يتأثر بمرور الزمن، إضافة إلى التجديد والتكنولوجيا والكفاءة والقدرة على مواجهة شتى الظروف البحرية، مع الأناقة الداخلية والخصائص المهمة للعيش المرفه على متن، والتوازن الممتاز بين المساحات الداخلية والخارجية.

وقد كُلف المصمم المعروف Alberto Mancini، الذي عمل مع المجموعة على الخطوط الجديدة، بهذه المهمة الدقيقة فأبدع تصميماً عصرياً أنيقاً من ثلاث طبقات هو: Mangusta Oceano 42.

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برج القيادة يتميز بغطائه
المتين الكبير الذي يوفر
حماية جيدة من الشمس.

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أهم ما على المتن هو المسبح الكبير الفريد من نوعه على يخت بهذا الحجم،
الذي يتسم بخصائص غير مسبقة

تعتبر قطعة فنية خاصة. وليس ذلك بسبب تصميمها فقط بل كذلك بكيفية صنعها.

وكذلك الأمر بالنسبة للأقسام الداخلية التي لا تتوقف جودتها عند موادها الكثيرة المستخدمة والأبحاث التي جرت بشأنها وكيفية اختيارها فحسب، بل كذلك في كيفية صنعها وتنسيقها معاً.

والعنصران الأساسيان على المتن هما المساحة والضوء. كل شيء تم تطويره بطريقة تحافظ على الاتصال البصري مع البحر وتزيد من متعة الوجود في الأقسام الخارجية. والهدف هو الاستمتاع بالكامل بكل المساحات المتنوعة على المتن.

برج القيادة فوقه غطاء متين كبير يحمي من الشمس وفيه بار ومساحة لتناول الطعام. إلى الخلف صوفات وطاولة قهوة من الفولاذ والزجاج. ومنه يدخل الضوء الطبيعي إلى الأسفل بواسطة ألواح زجاجية شفافة. إلى الخلف مساحة للاسترخاء تحت الشمس مجهزة بمفروشات متحركة.

بالنسبة لتصميم الإضاءة والضوء الطبيعي الذي يدخل عبر النوافذ الكبيرة. وهناك أيضاً التخفيف من الحواجز البصرية الذي زاد من عرض المساحات وقرب المالك وضيوفه من المحيط الخارجي. هذا علاوة على الشرفة المطلّة على البحر والحمام المدمج بكابينة المالك عن طريق استخدام المرايا والزجاج. وكذلك الأمر في الزجاج الشفاف في قعر المسبح والفتحة في المؤخرة والمتون التي تضمن الاستمرار بين المساحات الداخلية والخارجية والكاراج الجانبية في المقدمة والسلم الموصل إلى أماكن الإقامة.

الجودة هي الهدف الأساسي في هذا اليخت منذ بداية المرحلة الأولى للبناء. أحد الأمثلة على ذلك هو الرأس المدب الذي جرى تلحيمة وتصميمه بهدف تعزيز الديناميكية الانسيابية، وكذلك الأمر في السقف المتين المصنوع من الألمنيوم. كل الأرجاء جرى تنفيذها بهدف إبقاء الارتجاج والضجيج على المتن في أدنى مستوى، بعض مقترحات المصمم تطلبت مهارات خاصة مثل الفتحة في المؤخرة التي



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صالون الممتن الرئيسي
مع غرفة الطعام وتبدو
السلالم التي تقود إلى
الطبقات الأخرى.

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الجودة الرفيعة كانت
الهدف الأساسي
في كل مراحل العمل
وقد انعكس ذلك
على المواد والإضاءة
والأجهزة والمعدات
والأخشاب .. وغيرها



صالون المؤخرة يمكن تحويله إلى سينما كاملة التجهيز.

ذلك الأقسام الداخلية. واقتراح تصميمياً عصرياً مع مفروشات بأشكال ناعمة مع تضاد بين المواد «الساخنة والباردة»: خشب السنديان بأنواعه للأرضيات والقواطع إضافة إلى مزيج من الجلد والـ Alcantara مع الفولاذ كي تتلاءم مع الأقمشة وألواح الكتان والحريير والجلد الناعم مع قطب أنيقة.

والإضاءة بدورها جرت العناية بها سواء كانت مباشرة أو غير مباشرة. وهي مميزة بالجمال والتأثير. والهدف هو دعم الإحساس بالراحة من دون التسبب بعوائق.

على المتن الرئيسي نجد الصالون مع غرفة الطعام والمطبخ الملاصق ومن ثم اللوبي والسلالم التي تقود إلى الطبقتين العلوية والسفلية، وبالطبع إلى الجناح الرئيسي الذي يحتل كامل العرض.

إذا اجتزنا الحافة باتجاه الصالون الأساسي يخالجننا شعور بأننا معلقون فوق البحر: من الأرض إلى السقف، نجد أن الزجاج يدخل الكثير من الضوء إلى سائر الأرجاء موفراً مشاهد خلابة وإحساساً بالاتساع. والنتيجة هي حوار دائم مع الأقسام الخارجية.

وعندما نفتح النوافذ الزجاجية الجارية تختفي الحدود بالكامل وذلك بمساعدة الـ Gunwale.

طاولة القهوة نفسها موجودة في الخارج أيضاً على كل الطبقات مع ألواح زجاجية شفافة. وبذلك فإن الضوء الطبيعي يتسرب أيضاً إلى الـ Beach Club. الطبقة العلوية فيها بار من التيك مع طاولة وصوفات بمواصفات خاصة. على الطبقة الرئيسية مساحة جلوس واسعة.

ونجد على المقدمة ما قد نعتبره أهم ميزة على اليخت بأكمله، وهو عنصر تصميمي أصلاً لكنه يصب في خانة العيش المرفه الذي تلتزم به الشركة على الدوام. إنه مسبح كبير فريد من نوعه على الأقل على متن يخت بهذا الحجم. وهو يضم «جزيرتين» للتمتع بأشعة الشمس مع شلال في أقصى المقدمة. وهناك ثلاثة مناور زجاجية في أسفل المسبح توفر الضوء و«نصف رؤية» إلى جناح المالك في الأسفل.

ومن المزايا الأخرى أيضاً في المؤخرة: الباب المزود بقطع زجاجية طويلة يمكن أن نشاهد من خلالها الـ Beach Club الكامل التجهيز. عند فتحه فإنه يمتد فوق البحر ليشكل منصة تتحول معها المساحات الزجاجية إلى مصدر للضوء الطبيعي متيحاً دخول انعكاس ضوء الشمس على المياه خلال النهار وضوء المصابيح المغمورة بالمياه تحت المؤخرة ليلاً.

لقد صمم Alberto Mancini اليخت بأكمله ومن ضمن

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لكل كابينة طابعها
الخاص المستوحى
من منتجات البحر
الأبيض المتوسط



كل قطعة مفروشات، كل جزء من الديكور، يعمل ضمن هدف كلي للوصول إلى نتيجة محددة هي المناخ الفريد من نوعه.

ويمكن الصعود إلى اليخت كذلك باستخدام سلّم خاص بالإقامة يطل على اللوبي، حيث أن الموجودين على المتن يمكنهم أن يدخلوا الصالون ومساحة المالك والطبقتين العلوية والسفلية. السلم المعلق المصنوع من الفولاذ والزجاج ميزة خاصة باللوبي: خطوط عمودية وأفقية دقيقة، تدعمها ثلاثة عناصر من الفولاذ المصقول تشكل منحوتة.

إذا اتجهنا إلى الأمام نصادف ممراً مليئاً بالخزائن (عبارة عن مرايا وألواح عمودية). ويمكن للموجودين على المتن الوصول إلى جناح المالك حيث المساحة الليلية والحمام محجوبة بالأبواب الزجاجية الجارئة مما يخلق جوّاً مميزاً. ولتعزيز الاستمرارية في الأماكن المتنوعة المختلفة هناك شكل دائري مصنوع من عدة مواد ويظهر الظلال نفسها للون الداكن يربط السقف بالأرضية ورأس السرير والدوش استخدم فيه رخام Eramosa. ما تبقى من أرضية الكابينة هو سجادة بلون العاج مصنوعة من الـ Bamboo.



السقف مغطاة بالحرير الطبيعي والـ Alcantara، والجدران من خشب السنديان الطبيعي المعالج والأرضيات من السنديان المسطح. وقد زودت مساحة الجلوس بصوفات بخطوط فاتحة ونسب مثالية مع أشكال منحنيات ناعمة. وهناك خزانة سوداء منخفضة من الكريستال مطعمة بالجلد والفولاذ تفصل مساحة الطعام. وهنا نجد أن الجدار مثال على العمودية والخطوط المتحركة إلى الأمام التي نجدها في كل الأرجاء. هذا الطابع (العمودية وانسيابية الخطوط) يعززه نظام الإضاءة غير المباشر LED.

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Alberto Mancini

أبدع تصميماً عصرياً

من ثلاث طبقات

لهذا اليخت الفائز

بجائزة Best Layout

Mangusta Oceano 42

البدن والبنية الفوقية: الفولاذ ومزيج من الألمنيوم
الطول الإجمالي: 41,4 متراً (135,83 قدماً)
طول خط المياه: 36,74 متراً (120,54 قدماً)
العرض: 8,7 أمتار (28,54 قدماً)
الغاطس: 2,5 متر (8,20 أقدام)
الوزن المزاج بكامل الحمولة: 390 طناً (859,794 ليبرة)
الوزن الإجمالي: 480 طناً
سعة الوقود (الخزان الأساسي): 55 ألف لتر (14,529 غالوناً)
سعة الوقود (الخزان اليومي): 9200 لتر (2430 غالوناً)
سعة خزان المياه: 13 ألف لتر (3434 غالوناً)
سعة مياه الخدمة: 5800 لتر (1532 غالوناً)
سعة مياه الصرف الصحي: 2600 لتر (687 غالوناً)
السرعة القصوى (نصف حمولة): 15 عقدة
السرعة العادية: 11 عقدة
مدى الإبحار بالسرعة العادية مع تشغيل مولد كل الوقت: 5279 ميلاً بحرياً
المحركان: 2xMTU 12V 2000 M72 1080kw (1450 HP)
علبة التروس: 2xZF 3350 Gearboxes+Shaft Line with Fixed Pitched Propeller
محرك المقدمة: CMC Marine
مولد الديزل: 2xKholer Model 100 Marine Generator, each 99kw 380 VAC
50HZ three phase
حافظات التوازن: 2xCMC Marine Stabilizing Fins (Zero Speed and Underway)
التصنيف: ABS + A1, Commercial Yachting Service, E, + AMS – MCA Code Compliance
التصميم الخارجي: Alberto Mancini
التصميم الداخلي: Alberto Mancini / Overmarine Group
الكابائن: 1 للمالك + 4 للضيوف (حتى 12 شخصاً)
كبابن الطاقم: 1 للقيطان + 3 للطاقم (حتى 7 أشخاص)

على الطبقة السفلية أربع كبائن للطاقم، اثنتان مزدوجتان واثنتان بسريرين ولكل واحدة حمامها الخاص. وقد اقترح المصمم أن يكون لكل كابينة طابعها الخاص المستوحى من المنتجات المخصصة للعطل في البحر الأبيض المتوسط، مع مزيج من الألوان والمواد والديكورات التي تخدم الطابع نفسه.

وكل كابينة يتم تحديد هويتها بسهولة من اسم موقع العطلات المثبت بالجلد على بابها.

ومن الناحية التقنية فقد جرت العناية بالراحة على المتن: تخفيض الضجيج ودعم الثبات خلال الرسو أو الإبحار واستخدام أحدث التكنولوجيات والمواد.

هذا وقد جرت معالجة الضجيج والارتجاج بالاستعانة ببرنامج كومبيوتر خاص على النموذج هو FEM و SEA.

وزود اليخت بمحركي MTU 12V 2000 M72 مما يوصل سرعته القصوى إلى 15 عقدة (العادية 11 عقدة) ومدى إبحاره إلى 5 آلاف ميل بحري.

وهكذا نرى أن Mangusta Oceano 42 سفير جديد كفؤ لـ Overmarine Group إلى قطاع جديد في الأسواق. لقد شكل تحدياً للحوض العائلي الذي حافظ على قيمه والتزاماته وفلسفته في الإنتاج على مدى ثلاثة عقود.

يخت فريد من نوعه يحمل أقصى معايير الجودة ومستوى رفيعاً من التكنولوجيا المتطورة.

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وفي الخارج كذلك تبقى الاستمرارية مطلوبة: شرفة المالك التي تتيح له عند فتحها أن يستمتع بالاتصال المباشر بالبحر.

في الجانب المواجه للوبي هناك المطبخ المصنوع من الخشب الأبيض المصقول المطعم بالفولاذ. مصعد الخدمة يربطه بالطبقة العلوية والسفلية حيث خصص للطاقم ثلاث كبائن. وهنا نجد أن المواد المستخدمة هي نفسها في سائر الأجزاء: السنديان الطبيعي المعالج بالورنيش، والأسقف من الجلد بلون الكريم، المواد المستخدمة كلها عالية التقنية ولا تتأثر بمرور الوقت عليها.

وعبر باب في المقدمة يمكن الوصول إلى الكاراج الجانبي الذي يضم القارب المصنوع بمواصفات خاصة بناء لتصميم Mancini كي يكون متماشياً مع التصميم العام لليخت.

على المتن العلوي، نجد مركز القيادة المصنوع من الجلد والـ Alcantara باللون الأسود والرمادي. المقاعد الجلدية السوداء فيها خطوط حمراء (أسلوب السباقات) كما أن لوح القيادة ذا السطح الزجاجي والمزود بمصابيح LED حمراء يذكرنا بعالم السيارات.

وقد وضعت كابينة القبطان الواسعة إلى جانب مركز القيادة. في المؤخرة، صالون كبير يمكن تحويله إلى صالة سينما وهو مجهز بتلفزيون بانورامي وثلاث صوفات إذا جمعت تصبح سريراً نهائياً. وهذا مناسب للمالك وعائلته.



Respect Yours

By Justin Ratcliffe

MANGUSTA MAKES INROADS INTO A NEW MARKET WITH NAMASTE, THE FIRST IN ITS OCEANO



The Mangusta Oceano 42 has all the amenities of a larger vessel in a 138-footer, including an owner's private balcony and wading pool on the foredeck.

fully

SERIES OF DISPLACEMENT SUPERYACHTS.

JUNE
2017
43

In Hindu culture,

“namaste” is a respectful salutation, often accompanied by a slight bow with the hands pressed together as if in prayer. The eponymous 138-foot (42-meter) Mangusta trideck deserves the same kind of respect as the Italian brand’s first foray into the displacement market. The move follows a long history of building water jet-powered, open-style boats, which are ideal for a weekend blast along the French Riviera but less suitable for extended cruising in leisurely comfort.

“The Oceano concept was our response to meeting the needs of our owners who want to spend more time aboard their yachts,” says Francesco Frediani, Mangusta director of sales and marketing. “But we didn’t just want to build another white boat. Our clients come to us because they expect style, innovation and performance, so we developed a design that carries those characteristics into a vessel offering efficiency and comfort at displacement speeds.”

Mangusta brought in Alberto Mancini, a young designer from Trieste who cut his teeth on planing boats for brands such as Dominator, Barracuda and Magnum Marine, and who also designed the interior of 144-foot (44-meter) Baglietto *Monokini*. Mancini originally approached Mangusta with a concept for an open sport boat, but came away with an altogether more demanding proposal.

“Unusually, Alberto is equally talented at exterior and interior design, which was important because we wanted to ensure a seamless connection between the two,” Frediani says. “So we asked him to work on a concept for our first displacement tri-decker. From the first render, he hit the nail on the head.”

A displacement hull brings more living space than a planing boat and less noise and vibration (the choice of electric instead of hydraulic stabilizers for *Namaste* further improves comfort levels both at anchor and underway). But open-style boats provide total immersion in the marine environment, from feeling the wind in your hair underway to being just a few steps from the water at anchor. This is more difficult to achieve on a trideck displacement yacht, creating a challenge for both the designer and the shipyard.

“*Namaste* is the first time I’ve been able to develop both the interior and exterior design from scratch,” Mancini says. “From the off, I was very conscious of the need to transfer the heritage of the open Mangustas into a very different kind of vessel.”

At 440 gross tons, *Namaste* is a high-volume vessel for her size, with a layout that includes a captain’s cabin behind the wheelhouse, a forward tender garage and a dedicated beach club—standard enough features, but



unusual on a yacht under 150 feet (45 meters). By using glass, both transparent and mirrored, to bounce light around the interior and reduce visual barriers to the outside world, Mancini has succeeded in reducing the divide between the interior and exterior spaces so that guests always feel close to the water.

“The study of natural and artificial light is an essential part of my approach,” Mancini says. “The most rewarding feedback I’ve had is that on *Namaste* you have the sensation of being aboard a much larger yacht.”

Most beach clubs, for example, are windowless spaces designed for use at anchor with the swim platform deployed. But *Namaste*’s beach club is also welcoming underway thanks to strip glazing in the transom that lets in sunlight. (When the transom door is

ABOVE: Sliding glass doors open the main salon to the side decks. OPPOSITE: The tender is stowed in the forward garage, opening up more space for a dedicated beach club.

THE COBRA CATCHER

Giuseppe Balducci set up Mangusta in the mid-’80s, as part of his Overmarine Group to challenge the super-fast Cobra powerboats by rival Tecnomarine. He brazenly chose the name Mangusta, Italian for mongoose, after the small but feisty carnivore that includes cobras in its diet. Tecnomarine eventually went out of business, whereas Mangusta went on to become a byword for fast, open sport boats.

The Oceano range of displacement yachts represents a departure from these origins, but the brand DNA remains in terms of sporty styling and efficient performance. Working with designer Alberto Mancini, the company has also developed a GranSport range. Falling between the full-displacement and planing models, these yachts combine efficient low-speed cruising with a top speed of 29 knots. The first 177-foot (54-meter) GranSport 54 has been sold and is under construction.



lowered, the glass panels provide underwater views for guests relaxing in sun loungers.) A steel-and-glass coffee table on the main deck aft, positioned above a skylight in the deck, provides further natural illumination for the beach club below.

In fact, skylights connect all the deck levels, including a glass-bottomed wading pool on the foredeck that creates rippling, azure patterns in the owner's bathroom on the main deck below. Mirrored partitions between the bathroom and the full-beam stateroom ricochet the natural light around the interior, especially when the fold-down balcony is open.

This impression is enhanced by the full-height, sliding glass doors on either side of the main salon, the wraparound glass on the upper deck and the connection between crisp exterior styling and understated interior design. Stained and natural oak soles and joinery are matched with a mix of Alcantara, linen, silk and nubuck with quilt-style stitching inspired by automotive upholstery. Eramosa marble in the owner's shower is treated to create a soft, wood-like finish underfoot. Polished stainless steel details—there are 1,600 throughout the yacht—provide a contemporary sparkle. The same base materials appear in the four guest staterooms on the lower deck, but the color palettes are themed around each cabin's name: Saint-Tropez, Mauritius, Bodrum and Bergama (in Turkey).

When Mangusta announced the Oceano displacement series, industry watchers accustomed to the builder's sleek and swift maxi opens were dubious. Against the odds, and despite *Namaste's* oceangoing vocation, the brand has transferred its sporty image to a steel-hulled motoryacht with a bulbous bow and a range of more than 5,000 nautical miles at a cruising speed of 11 knots.

In an age when conspicuous consumption is increasingly under scrutiny, perhaps it was only a question of time before Mangusta expanded into the market for more fuel-efficient displacement yachts. But it has done so with a style and panache that has already led to the sale of a second Oceano 42, with a third in build.

"It was a decision that has matured over time and took considerable preparation," Frediani says. "*Namaste* spent a year in the design and engineering phase before we started cutting metal, but the process started even before that because beyond simply building a new model, we wanted to create new prospects for Mangusta."

For more information: 786 440 3434, overmarine.com

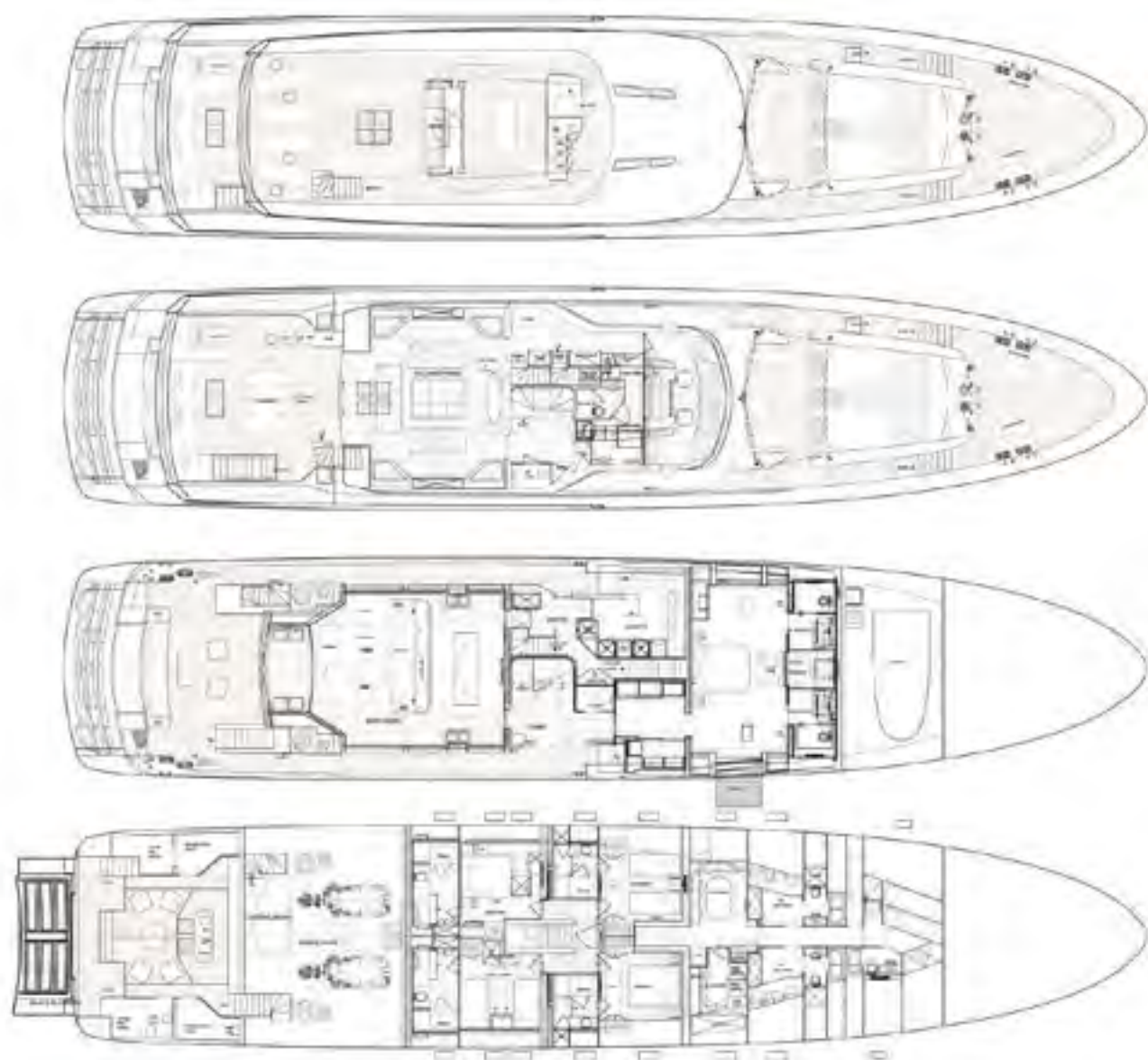


ABOVE: The plentiful use of glass and mirrors bounce light around the owner's stateroom. **LEFT:** The bridge sports vertical windows to reduce reflections and improve visibility.



BELOW: At a cruising speed of 11 knots, steel-hulled *Namaste* has a range of more than 5,000 nautical miles.





MANGUSTA NAMASTE

LOA: 135ft 10in (41.4m)
 BEAM: 29ft 8in (8.7m)
 DRAFT: 8ft 2in (2.5m)
 CONSTRUCTION: steel and aluminum
 DISPLACEMENT (full load): 390 tons
 GROSS TONNAGE: 440
 MAIN ENGINES: 2 x 1,450 hp MTU 12V 2000 M72
 GENERATORS: 2 x 99 kW Kohler

FUEL: 14,529 gal (55,000L)
 WATER: 3,634 gal (13,698L)
 SPEED (max.): approx. 15 knots
 CRUISING SPEED: approx. 11 knots
 RANGE: 5,270 nm at 11 knots
 STABILIZERS: CMC Marine Stabilizing Fin
 CLASSIFICATION: ABS A1, Commercial Yachting Service, E
 AMS, MCA Code compliant

NAVAL ARCHITECTURE: Oceanrise Group
 EXTERIOR STYLING: Alberto Mancini
 INTERIOR DESIGN: Alberto Mancini/Oceanrise Group
 GUESTS: up to 12
 CREW: up to 7
 BUILDER: Mangusta/Oceanrise Group
 YEAR: 2016

Yachts Review





ОКЕАНСКИЙ ВЫЗОВ

OVERMARINE

MANGUSTA OCEANO 42 M

Кто бы мог подумать, что получив всемирное признание в сегменте скоростных яхт, эта верфь решится взяться за работу над океанской яхтой и представить целую линейку водоизмещающих судов. И надо сказать, эксперимент получился весьма удачным, ведь Overmarine Mangusta Oceano 42 м просто превзошла все ожидания.

ТЕКСТ: ДМИТРИЙ МАРЧЕНКО
ФОТО: MAURIZIO PARADISI

Overmarine Mangusta Oceano 42 м

Добившись серьезного успеха в каком-либо классе, многие верфи не хотят останавливаться на достигнутом и пробуют себя в совершенно новом сегменте. Именно это и произошло с итальянской верфью Overmarine, которая представила принципиально новый продукт. Первая яхта Mangusta водоизмещающей серии Oceano 42 получилась очень необычной, и вот почему. Например, дизайнера Альберто Манчини предложили поработать не только над экстерьером, но и принять непосредственное участие в разработке интерьера. Такой комплексный подход позволил создать по-настоящему интересный и целостный образ будущей яхты, несмотря на серьезный уровень ответственности.

Корпус Oceano 42 выполнили из стали, а надстройку из алюминия. В линиях трехпалубного судна прослеживается новый взгляд на пропорции, но с сохранением фирменных черт верфи. Динамичные линии, которые всегда были отличительной чертой «скоростных» Mangusta, также читаются и в новом творении Overmarine. Дизайнеры вдохновлялись шедеврами автомобильного дизайна, где удачно сочетаются резкие и сглаженные грани, объемные выпуклые поверхности и плавные изогнутые линии. Например, спортивный корпус отлично гармонирует с классической надстройкой. Обилие стеклянных перегородок и высокие окна «в пол» создают ощущение простора и наполненности светом. Замысловатая «срезанная» линия фальшборта позволяет создать ощущение полного единения с внешней окружающей средой. Это, кстати, было ключевой идеей при проектировании лодки.





Хотя в большинстве средиземноморских марин принята швартовка кормой, на Осеапо 42 можно подняться на борт несколькими способами. Первый — по лестнице на корме, доступ к которой, правда, есть только при опущенной двери пляжного клуба. Второй способ попасть на лодку — по выдвижному трапу на корме. Еще один трап находится по правому борту и сразу ведет в лобби на главной палубе.

«Парящая» стеклянная лестница в холле в стиле hi-tech соединяет все три палубы. Салон получился очень просторным и, кажется, плавно перетекает в открытые пространства. Эффекта полного отсутствия границ дизайнеру удалось добиться за счет легких конструкций и практически «прозрачных» дверей, которые в открытом состоянии



ТВ-ПАНЕЛИ ЗДЕСЬ ЕСТЬ НЕ ТОЛЬКО В САЛОНАХ И АПАРТАМЕНТАХ, НО ПРАКТИЧЕСКИ НА ВСЕХ ОТКРЫТЫХ ПАЛУБАХ. ОНИ ВМОНТИРОВАНЫ В ПОТОЛОК ИЛИ ВЫЕЗЖАЮТ ИЗ ТУМБ.

Overmarine Mangusta Oceano 42 м



позволяют придать салону стиль открытого островного бунгало на берегу океана.

В целом, планировка салона получилась довольно-таки традиционной. Диванный лаунж образует закрытое укромное пространство с кофейным столиком. На противоположной стене в стойку вмонтирована LCD-панель, поэтому компактные кресла разворачиваются на 180 градусов для просмотра телевизора. Столовую на 8 персон укра-

шает стол с вставками из мрамора и стекла. Две зоны разделяются между собой как приземистым буфетом, так и цветовыми решениями. Например, в столовой использованы белоснежные оттенки мебели и стеновые панели из беленого дуба — в тон обволакивающей алькантары, которой отделан потолок. А вот диванная зона «играет» на контрасте, в ее отделке присутствуют темные тона, под стать дубовому полу. За счет стальных вставок

вок солнечные лучи повсюду отражаются и наполняют светом салон.

Продвигаясь ближе к носовой части, минуя дневной туалет по левому борту, находится вход в мастер-апартаменты. Центральное место спальной зоны занимает большая кровать, напротив нее из потолка можно опустить телевизионную панель. Ванная комната здесь заслуживает отдельного внимания. Она является логическим продолжением спальни и отделяется от нее стеклянной перегородкой. Традиционно пространство поделено на ванные комнаты для «него» и для «нее», а между ними — душ с хаммамом. Гардеробная зона обустроена при входе в апартаменты. Это сделано для того, чтобы не загромождать стены различной мебелью, а сделать приватный откидывающийся балкон-террасу.

Другой, просто захватывающей дух особенностью, стали потолочные люки, которые пропускают свет в ванную комнату мастер-каюты напрямую из бассейна. Такие «иллюминаторы» создают необычное голубоватое свечение, подчеркивая изысканный мрамор Egamosa. Подобное «слияние» стихий воды и суши предстает и при открытии пляжной платформы. Сквозь стеклянные вставки можно часами наблюдать за волнами, которые бьются о «дно» опущенной двери, а в ночное время вода играет всеми цветами радуги благодаря подсветке корпуса Mangusta.

На нижней палубе находятся четыре гостевые каюты. Каждая из них наделена индивидуальным стилем и даже имеет свое имя, к примеру, Сан-Тропе или Маврикий.

На главной палубе расположена кухня и прачечная, а на верхней — кладовые и различные системы жизнедеятельности на борту. Для экипажа в эти зоны предусмотрены отдельные лестницы. Таким образом, персонал может из своего жилого отсека на нижней палубе сразу попасть на кухню, а затем подать обед на верхнюю палубу, практически не пересекаясь с гостями яхты.

Салон верхней палубы значительно уступает в размерах, но его задумка очень интересна. Здесь организовали полноценный домашний кинотеатр с телевизионной панелью

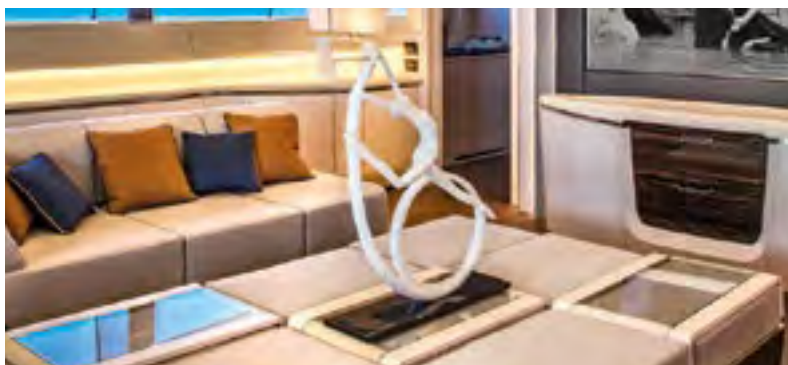


Overmarine Mangusta Oceano 42 M



2 метра с изогнутым экраном. Кроме того, посадочные «места» состоят из нескольких модулей, которые могут использоваться как отдельно, так и сдвигаться, образуя диван огромных размеров. Здесь же находится винный бар.

Пляжный клуб впечатляющих размеров на нижнем уровне поделен на две части – непосредственно на пляжную зону под открытым солнцем возле моря и укромный лаунж-клуб с барной стойкой, холодильником и ледогенератором. Здесь же поместили дневной туалет с душем, а также кладовые для хранения всевозможных водных игрушек. Гараж для хранения тендера переместили на носовую часть лодки.



ВСЕ ОТКРЫТЫЕ И ЗАКРЫТЫЕ ЗОНЫ ТЩАТЕЛЬНО ПРОДУМАНЫ. ПО БОЛЬШОМУ СЧЕТУ, КАЖДАЯ ОБЛАСТЬ НА ЯХТЕ ЧЕМ-ТО УНИКАЛЬНА И ПРИВНОСИТ СВОЮ СОБСТВЕННУЮ ИЗЮМИНКУ.



Бассейн отправили на верхнюю палубу в носовую часть. Такое местоположение позволяет приятно проводить время даже во время стоянки в марине, при этом не находясь под пристальными взглядами других людей. Кроме того, он очень интересен своей необычной конструкцией. Помимо прозрачных люков в днище, о которых уже упоминалось, передняя стенка выполнена из стекла с водопадом, что выглядит очень захватывающе. А идея с подушками для загара, которые плавно перетекают в «матрасы» на воде, нравится даже самым искушенным гостям.

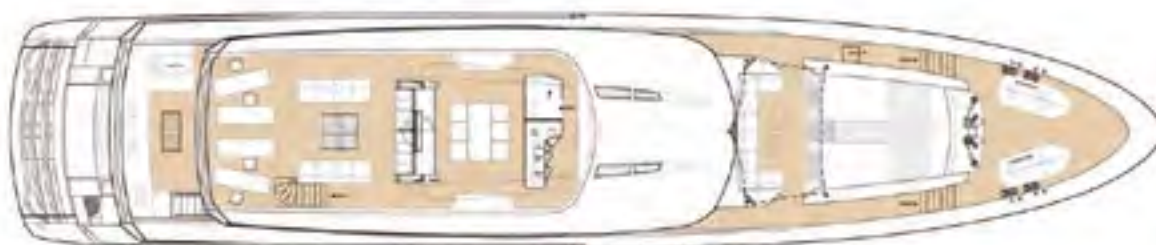
Флайбридж покрыли жестким козырьком, который создает закрытую от солнца зону со столовой и баром. На корме расположены диваны и кресла для загара. Кофейный столик наделен прозрачным основанием, которое встроено в корпус лодки. Этот прием дает возможность проникнуть естественному освещению на нижнюю палубу.

Единственное, что сохранило спортивное прошлое Mangusta — это пост управления. Кожанные сиденья отделаны черной кожей и прострочены красной ниткой, прямо как в гоночном автомобиле. Кроме того, в стиле спорткаров подсвечена приборная панель. Oseapo 42 оснащена двумя дизельными MTU по 1450 л.с., развивает максимальную скорость 15 узлов, а на 11 узлах запас хода составит 5 000 морских миль без необходимости дозаправки. Кроме того, в Overmarine добились хороших результатов по снижению шума и вибрации, которые яхта Oseapo 42 продемонстрировала во время морских тестов.



ПЛАНЫ И ТЕХНИЧЕСКИЕ ДАННЫЕ

ФЛАЙБРИДЖ



ВЕРХНЯЯ ПАЛУБА



ГЛАВНАЯ ПАЛУБА



НИЖНЯЯ ПАЛУБА



ремарка | remark

С уверенностью можно сказать, что успех серии Oceano 42 позволил открыть новую страницу в истории Overmarine. Яхта стала ярчайшим примером красивого судна с выдающимися характеристиками и уникальными решениями, особенно учитывая ее размеры. Вполне вероятно, что Overmarine не ограничится несколькими яхтами в этой серии, а каждый последующий проект будет все интереснее и интереснее.

■ ОТКРЫТАЯ ПАЛУБА ■ ЗОНА ОТДЫХА ■ ЖИЛАЯ ЗОНА ■ ЗОНА ЭКИПАЖА ■ ТЕХЗОНА

Модель	Mangusta Oceano 42 м
Верфь	Overmarine (Италия)
Длина, м/фут	41.40/135'83"
Ширина, м/фут	8.7/28'54"
Осадка, м/фут	2.5/8'20"
Материал корпуса	сталь
Водоизмещение, т	390
Максимальная скорость, узл.	15
Круизная скорость, узл.	11
Пассажироместность (круизная + команда), чел.	12+7
Двигатели	2 x 1450 HP MTU 12V 2000 M72
Запас топлива, л	55 000
Категория навигации	A

НОВОСТИ



*Overmarine спустила на воду
12-й корпус 50-метровой моде-
ли Mangusta 165 в черной livрее*

БРУТАЛЬНАЯ MANGUSTA

Двенадцатая по счету 50-метровая яхта Maxi Ореп в семействе Mangusta 165 и третья в новой серии Evolution спущена на воду в Виареджио. Это первая из 50-метровых Mangusta с корпусом черного цвета. Благодаря красной полосе вдоль ватерлинии, бело-черной надстройке, яхта выглядит очень броско. Брутальная раскраска вполне соответствует темпераменту: лодка водоизмещением 300 т оснащена четырьмя водометами КаМеWa и двигателями MTU 2600, позволяющими развивать крейсерскую скорость 35 узлов. Четыре гироскопических стабилизатора Seakeeper улучшают ходовые качества судна при движении в водоизмещающем режиме на скоростях 8-10 узлов, а также обеспечивают исключительный комфорт при стоянке на якоре. Осенью яхту можно будет увидеть на яхтенной выставке в Монако.





June 2017

8/6/2017

First pictures: Mangusta Gransport 54 takes shape at Overmarine | Boat International



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First pictures: Mangusta Gransport 54 takes shape at Overmarine

7 June 2017 by Chris Jefferies

The Mangusta Gransport 54 superyacht is taking shape at Overmarine's Pisa facility, as these first in-build pictures reveal. Measuring 54 metres, the Gransport 54 will become the flagship of the Italian yard's fleet when it is delivered in 2018.



Take a closer look at the Mangusta Gransport 54. Photos: Raphael Montigneaux

Overmarine first revealed the concept for the Gransport range at the 2015 Monaco Yacht Show, after which the yard set about carrying out tank tests and engineering studies. This led to the design being lengthened by six metres.

Francesco Frediani, group commercial director at Overmarine, said: "This successful sale confirms that we're even able to aspire to playing a leading role in a segment that's completely new to us."

8/6/2017

First pictures: Mangusta Gransport 54 takes shape at Overmarine | Boat International

Built from aluminium, the Gransport 54 features a shallow draught of around 2.5 metres, which is ideal for exploring Mediterranean islands or the shallow waters of the Bahamas, while the on-board stabilisation system delivers “extraordinary levels of comfort”, Overmarine adds.



An artist's impression of what the Gransport 54 will look like when complete

Exterior spaces are plentiful, including a superyacht sundeck with distinct areas for al fresco dining and sheltered relaxation. On the foredeck, the Gransport 54's superyacht spa pool features an infinity effect.

The racy profile of this yacht was created by Italian designer Alberto Mancini and reflects the yacht's sporty performance. Power comes from four 2,600hp MTU 16V 2000 M94 engines, which deliver a top speed of 30 knots and maximum cruising range of 3,800 nautical miles.

Other projects currently under development at the Italian yard include the second hull in the Mangusta Oceano 42 series, which was launched last month and is due for delivery this summer.

13/6/2017

Mangusta Oceano 42 la prova - Vela e Motore



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Mangusta Oceano 42, l'infinito

12 giugno 2017 | di *Marta Gasparini*



Quarantadue metri per navigazioni a lungo raggio, tre ponti, una "carrozzeria" di tipo automobilistico e un perfetto bilanciamento tra spazi esterni ed interni con soluzioni che sorprendono. È il nuovo corso del cantiere Overmarine a cura di Alberto Mancini

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Succede solo con Mangusta. Ogni nuovo modello è una notizia, un evento. In sintesi un passo avanti. Sì perché il cantiere toscano, specializzato nella costruzione di maxi open semicustom, è ufficialmente entrato nel mondo delle navi dislocanti o long range per usare un termine che fa tendenza. E lo ha fatto alla grande con questo tre ponti, il primo in metallo, il primo costruito nel nuovo sito produttivo di Pisa e il primo affidato alla matita di Alberto Mancini. Il designer triestino, un passato nel team di progettazione del cantiere Riva, un susseguirsi di collaborazioni con studi prestigiosi, da Ken Freivokh a Carlo Nuvolari e Dan Lenard, ha infatti delineato il nuovo corso di Mangusta. Dal suo tratto esclusivo, caratterizzato da linee ispirate al mondo aeronautico e automobilistico, unito al preciso incipit di non tradire la filosofia Mangusta fatta di profili filanti, spazi di respiro, performance e comfort, è



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nato Namasté che in sanscrito significa "saluto". Quarantadue metri plasmati per soddisfare il desiderio di mare, luce ed emozioni del suo armatore.

Iniziamo la visita dalla piattaforma di poppa. All'ancora, il portellone, caratterizzato da una serie di tagli trasversali che permettono di intravedere una beach area arredata, si estende sul mare creando una piattaforma dove le superfici vetrate si trasformano in fonte di luce naturale e lasciano filtrare, di giorno, il riflesso del sole sull'acqua e, di notte, l'illuminazione dei fari subacquei. Semplice artificio? No, piuttosto impegno, capacità progettuale, importanti collaudi e approvazioni da parte degli enti certificatori per soddisfare quella voglia di luce e di contatto visivo con l'acqua che troveremo ancor più dirompente a prua.

Sempre nel ponte inferiore, a centro barca, si sviluppa la zona studiata per gli ospiti con quattro cabine, due matrimoniali e due gemelle, ciascuna con bagno dedicato. In ogni ambiente uno stile diverso che si ispira a celebri località di mare, indicate sulle porte d'ingresso, con abbinamenti di colori, materiali e decorazioni a tema.

Saliamo al ponte principale, che seduce alla prima occhiata. Un open space organizzato in salone e sala da pranzo dove la sensazione è di essere sospesi sul mare grazie a finestrature a tutta altezza, un trait d'union con l'esterno. Evidente la mano di Mancini che, banditi gli spigoli, opta per arredi dalle forme morbide e avvolgenti. E poi alternanze di materiali di nature opposte: parquet di rovere piallato, pannelli di rovere naturale, giochi di alcantara e cuoio, acciaio abbinato a tessuti e pannelli di lino, seta e pelle nabuk cucita capitonné. Una ricerca che ha messo a dura prova falegnami e tappezzieri, ma il cui risultato sorprende per raffinatezza e precisione.

Uno sguardo alla zona conversazione, anticipata, all'ingresso, da due mobili contrapposti dalla forma di baule, simbolo del viaggio, che rimandano a Louis Vuitton, dove l'iconica cinghia diventa un intermezzo di pelle. Al loro interno i fan coil, un frigo e un lavandino che servono la zona esterna, sapientemente celati alla vista. Tra divani dalle linee e proporzioni leggere, un mobile basso in cristallo nero, pelle e acciaio separa idealmente la zona pranzo, caratterizzata da fughe verso l'alto e linee verticali sottolineate da un sistema di luci a led. E a proposito del lighting design, la combinazione di luce diretta e indiretta ha un impatto importante anche a livello estetico: dilata la percezione degli spazi senza subire la presenza di soluzioni ingombranti e facilmente riconducibili ai classici punti luce.

Procediamo verso prua, passiamo la cucina, la lobby con la scala che collega il ponte inferiore e superiore e un corridoio con armadi ci introduce alla suite armatoriale a tutto baglio. Qui la zona notte e il bagno comunicano attraverso porte a specchio scorrevoli, che creano un ambiente unico in cui il cielo trasparente è "decorato" dall'acqua della piscina nel sunbridge sovrastante. Uno spettacolo a effetti speciali che continua all'esterno nel balconcino privato che cancella ogni barriera con il mare.

Ed eccoci a scoprire l'elemento simbolo del progetto: l'infinity pool nell'area di prua del ponte superiore. Unica nel suo genere a bordo di uno yacht di queste dimensioni, integra due "isole" prendisole e una cascata a estrema prua. Sul fondo, tre lucernari inondano di luce il bagno dell'armatoriale nel ponte sottostante, riproponendo quel gioco di collegamenti che caratterizza il progetto.

Alle sue spalle la timoneria d'ispirazione automotive e il contiguo alloggio del comandante. A poppa un salone convertibile in sala cinema con tv panoramica curva e tre divani avvolgenti, componibili in un'unica grande dormeuse. L'invito all'ozio

<http://www.velaemotore.it/mangusta-oceano-42-la-prova>

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prosegue nel pozzetto esterno, arredato con mobili disegnati per creare un effetto sospeso.

Sul flybridge, l'hard top rivestito in teak con file di led è una soluzione funzionale, capace di offrire uno spazio protetto dal sole, una zona pranzo e un bar, oltre che un'opera d'arte di pregio.

Nel cuore tecnico del Mangusta Oceano 42, attenzione è stata dedicata al comfort: rumorosità ai minimi, stabilità all'ancora e in navigazione, impiego di tecnologie e materiali di ultima generazione. Alimentato da due Mtu 12V 2000 M72, ha una velocità di crociera di 11 nodi, che consente di coprire in autonomia una distanza di oltre 4.000 miglia, e una massima di 15 nodi. Degne di nota la silenziosità in navigazione e la quasi totale assenza di vibrazioni. Un risultato raggiunto grazie a uno studio del modello nave tramite software specifici e, in fase di costruzione, all'adozione di soluzioni per ottimizzare la silenziosità delle sorgenti rumorose. Provare per credere!

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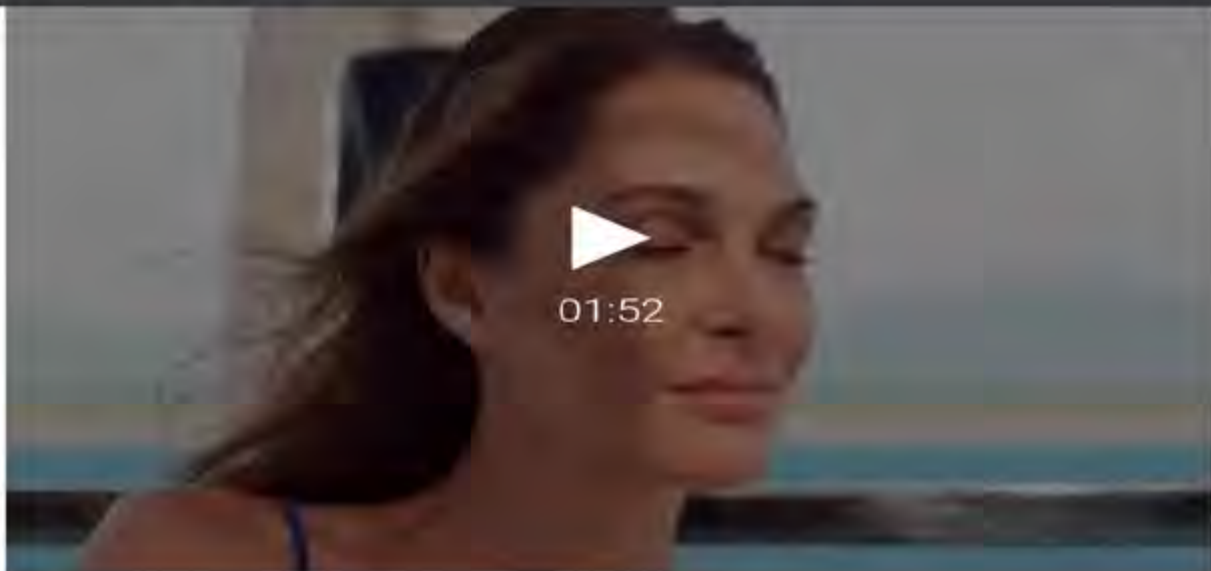
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近期，意大利高速游艇品牌Overmarine旗下Mangusta Oceano 42在意大利比萨下水，这是该型号面世以来售出的第二艘，该艇由著名游艇设计师 Alberto Mancini（参与过获奖无数的马耳他猎鹰超级游艇设计、主设计过卡塔尔皇室贵族的超级游艇）操刀，在选材上摒弃了常用的玻璃钢，转而使用更适合远行以及可以私人定制的钢船体以及铝上层结构建造。





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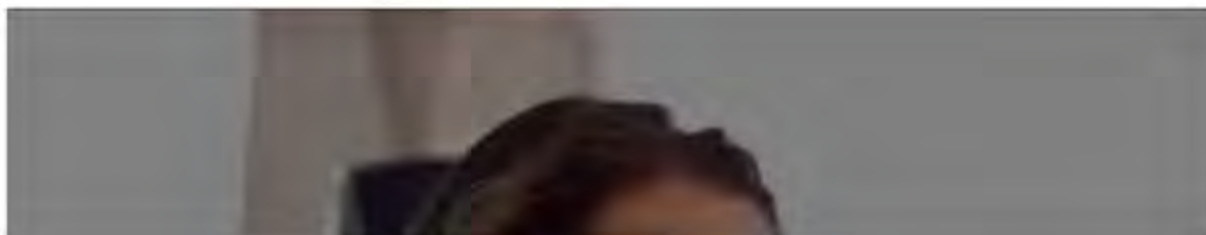
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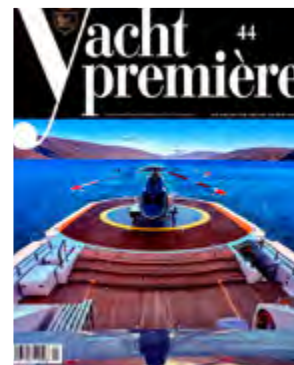
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MANGUSTA 165 “DA VINCI”

by Overmarine Group, with Stefano Righini and Maxine Tissenbaum

“Da Vinci” is the eleventh version of the Mangusta 165 produced by the Italian Overmarine shipyard, where every new construction is a story in itself, because although based on a well-established naval architecture, each one is still a custom-built yacht.

Every vessel produced by Overmarine has the ability to surprise with some detail or technical solution, even when it involves a new model in a successful series that has already seen 10 other vessels take to the water. In this case, one thing that stands out is that “Da Vinci”, unit number 11 of the 165 series, was launched just 22 months after the order was placed, and for a 50-metre yacht capable of sailing at well over 35 knots with far more contained levels of noise and vibration than less efficient craft, that is certainly no ordinary result. We talked about it with Francesco Frediani, sales director for Overmarine, who immediately gave us a good humoured ticking off when we referred to this 165’ series as “fortunate”: “We like to think that the successful sales we achieved with the Mangusta 165 among others

were not due to luck. With this yacht, as with all the models in the Mangusta range, the shipyard has shown its great expertise in the field of ship design and construction. This comes from being part of a group that ranges from building military and civil professional vessels to pleasure boats, passing on experience and technical skills that enable us to create yachts that can not only sail fast but do so without any problems, and in particular for a long time. Every model produced by Overmarine carries with it all the experience that the shipyard has accumulated since it started in the 1990s, when the first 80’ maxi open was launched, at a time when the market was only offering maximum lengths of 50-55’ for vessels of this type. Now we’ve reached 165’ and this represents an evolution in performance, in layout, with good living spaces, and in comfort. The great technological development since we started out has led us to this point, and we continue to carry out research ceaselessly, which is one of the special characteristics of the family that own the shipyard: constantly looking forward and never stopping.



MANGUSTA 165 “DA VINCI”

This number 11 of the 165' model is another step forward in the “Evolution” model, although the number 12, already under construction, will be the first to adopt the new 96L series MTU engines, which meet the US regulations on emissions and which we have decided to fit to all the new models. Like every Mangusta unit, this one is also entirely custom-built, even though it is part of a specific and well-established shipbuilding project.

LIKE EVERY MANGUSTA UNIT, THIS ONE IS ALSO ENTIRELY CUSTOM-BUILT, EVEN THOUGH IT IS PART OF A SPECIFIC AND WELL-ESTABLISHED SHIPBUILDING PROJECT.

In this case, the propulsion system has enabled us to achieve important targets both in terms of maximum speed and cruising speed, not to mention consumption. In addition, we have installed gyroscopic units that further increase comfort on board without compromising on hydrodynamics, and indeed actually

improve performance when sailing at displacement speeds thus ensuring an excellent range thanks to the reduced fuel consumption. No one else installs four engines on this type of vessel, but we do because we don't copy others but always develop designs that look to the future.”

One thing that has definitely been a distinguishing characteristic of the vessels produced by this Tuscan shipyard since their first unit is the research into performance combined with reliability and comfort. In our opinion this combination of elements is the basis for the remarkable success of the shipyard and its boats, which, as Frediani confirms, are the Mangusta's main competitors on the second-hand market.

If there are still vessels from the 1990s or early 2000s generating an interest that perhaps no other shipyard of the same size can boast, there's a reason for it. The quality of construction that has always distinguished the Mangustas partly derives from the construction skills developed by the industrial Group's involvement in other fields, such as the military, which is certainly one of the factors in their success, but added to this is the family feeling that the range brings with it, right from the very first model, making every Mangusta recognizable. Another element that Francesco Frediani wanted to underline in talking about the Mangusta range is this: *“Many people mistakenly think of our boats as party boats or day cruisers, but in reality our owners use them for much more demanding cruises because they have the necessary space, they're reliable, fast and they can sail with consumption levels that offer very respectable range. In addition, every Mangusta is furnished according to the specific taste and requirements of its owner, so you can understand why these boats are actually used for living in. I think that these characteristics are what makes Mangusta customers come back a second time, as in the case of this 165', whose owner already has our 130' that he intends to*

keep as well, and like the owner of the Mangusta Gran Sport 54m under construction in the works where we build the metal units, who also owns our 130 and a 94 before that. Many of our customers are repeat customers, and we're proud of this fact because it is definitely a sign of the trust we have gained with the quality of our boats and with our ability to adapt to meet the requirements of each owner, while keeping the Mangusta spirit unaltered.”

We now come to the “Da Vinci”, the eleventh model of the Mangusta 165 with interior design by Maxine Tissenbaum, now working with the shipyard for a second time. The interiors reveal a wealth of different materials for each environment, but combined in such a way as to ensure a sophisticated atmosphere even in the less important areas. It is a yacht where the interior design has been conceived to provide very high levels of comfort and privacy for the owner's guests when required, and also where the division of the spaces has been laid out to offer convivial moments and the shared experience of sailing. The covered and open spaces are all very generous while the sailing system makes it possible to have breakfast on the Costa Smeralda and lunch on the Costa Azzurra, moving the yacht in conditions of absolute comfort for the owner and guests, despite the high speeds. The relationship between the interior and the exterior is always ensured by large glass surfaces positioned in such a way as to keep the two environments in constant contact, as in the case of the three skylights over the dining table, for example. On this model, too, the cockpit is an area where people can enjoy relaxing both while sailing and during stopovers; as well as being suitably sheltered, it covers an extensive, carefully laid out surface. So it is no accident that it is equipped with retractable multimedia systems and generous, comfortable seating for 12 people with a large table for open air dining. On the topic of open air space, on the forward deck there is a genuine “Mediterranean lounge club”, as described by the shipyard, and it is an apt description. It has a jacuzzi with an awning to provide shelter from the sun and a spacious sunbathing area, which can also be shaded in just a few seconds if required. The second helm station is on the flybridge in an ideal position for steering in narrow waters, but during sailing or stopovers it almost disappears thanks to the careful layout and design of this open deck. In fact, when they are not in use, the steering controls are hidden from view by a mobile bar decorated with blue and white mosaic pieces. Here, too, there is a large table with a sofa and a spacious sunbathing area. As regards the interiors, the owner's suite extends the entire breadth of the hull on the lower deck aft, while a double cabin, two guest cabins and the big VIP cabin complete the night zone areas. ➤







Yacht Premiere





Yacht Premiere

MANGUSTA 165 "DA VINCI"





MANGUSTA 165 “DA VINCI”

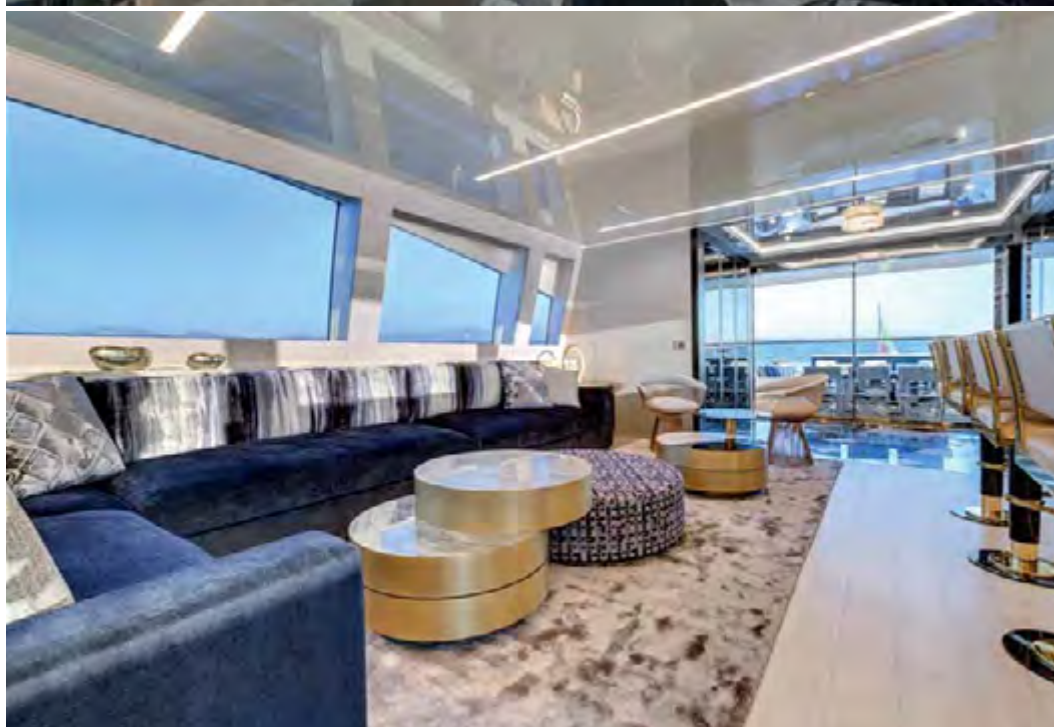








MANGUSTA 165 “DA VINCI”





Yacht Premiere





MANGUSTA 165 “DA VINCI”





Yacht Premiere



MANGUSTA 165 “DA VINCI”

As for the crew, it is interesting to note that suitable space has been devoted to them for their long periods on board, and there are dedicated circulation flows to ensure they can provide efficient service without interfering with the life of the owner and guests.

It is definitely a yacht designed for long cruises, which you can see from the amenities but also from the attention paid to the crew, who have enough space and amenities available to provide them with comfort and the right amount of privacy.

“Da Vinci” is a yacht with very important technical features, starting with the four engines that take on the task of allowing the hull to express its exceptional hydrodynamic qualities. But all this would be of limited value if the yacht were not built in such a way as to ensure appropriate weight distribution and sufficient structural sturdiness.

With this unit Overmarine has yet again confirmed its great abilities as a shipbuilder of undisputed technical quality, able to successfully market a type of yacht for over twenty years.

That this is so is down to ceaseless research, the result of which is a series of yachts whose iconic value is now making them timeless.

Angelo Colombo

Photos by courtesy of Overmarine



MANGUSTA 165 "DA VINCI"

Profile



Sun deck



Main deck



Lower deck





MAIN TECHNICAL DATA

LOA	~ 49.9 m / 163'71" ft
Beam	~ 9.2 m / 30'18" ft
Max draft	~ 1.9 m / 6'2" ft
Displacement at full load	285 T
Displacement at half load	265 T
Gross tonnage	485 GT
Main engines power	4 x MTU 16V 2000 M94 1939 kW (each)
Trasmission	Kamewa 2 x 71 S4 + 2 x 71 B4
Max speed half load	37 knots
Range	~ 900 nm at economical cruising speed (20 knots)
Fuel capacity	~ 40,000 litres / 10,567 US gallons
Water capacity	~ 4,000 litres / 1,057 US gallons
Classification	ABS ✱ A1, Commercial Yachting Service, E, ✱ AMS MCA Code Comèpliance. (LY3 ED.2) Restricted navigation to a distance of 60 Miles from a safe haven and BF4
Accommodation	Guests 12 in 5 cabins +1 Relax room as per Owner's request
	Crew 9 in 5 cabins
Stabilizers	4 x Seakeeper 35
Exteriors	Overmarine Group / Stefano Righini
Interiors	Maxine Tissenbaum / Overmarine Group Design Dept
Builder	Overmarine Group S.p.A. <i>www.overmarine.it</i> <i>info@overmarine.it</i>



a a un esperto yachtsman americano. Costruito sulla base dell'attaccatura da 47 metri che ha già dato vita ad altri 12 yacht, ject Ruya ha interni firmati Bannenberg & Rowell e sarà esposto al prossimo Monaco Yacht Show. - Per ulteriori informazioni wheesenyachts.com

LÖRSSSEN VARA TRE GIGANTI - Nel novero dei non poteva mancare all'appello Lürssen. Nel mese di marzo, cantiere tedesco ha varato il 74 metri Project Gatsby, battezzato "Gloria", un elegante sei ponti venduto da Moran Yacht & Ship



progettato con la collaborazione di Winch Design. Il mese successivo è stata la volta di Project Sasha, ribattezzato "Areti", un 85 metri firmato ancora una volta Winch Design e costruito secondo standard del Passenger Yacht Code. Sempre in aprile, il cantiere tedesco ha varato l'incredibile 120 metri Project Thunder, un superyacht disegnato da Espen Oeino per un armatore asiatico. Per ulteriori informazioni www.lurssen.com

MANGUSTA SI CONFERMA E CRESCE - Lo scorso aprile, nel cantiere Overmarine di Viareggio è stato varato l'undicesimo Maxi Open della serie Mangusta 165, il terzo della nuova serie "Evolution", uno yacht di circa 300 tonnellate di dislocamento che, grazie ai 4 MTU da 2.600 HP con altrettanti idrogetti Royce/KameWa, supera i 35 nodi di velocità massima. Inoltre, il cantiere ha annunciato la vendita di un altro Mangusta destinato al mercato americano, sempre più strategico per Mangusta. Si



tratta di un Mangusta 94, settimo Maxi Open che partirà verso il Nuovo Continente, un risultato che corona un'azione di pianificazione intensa e mirata sul territorio, iniziata ormai da alcuni anni e che fa di Stefano Arlunno, Area Manager Americas, il suo punto di riferimento. "Un nuovo successo di vendita che è stato raggiunto perché i clienti americani riconoscono alle imbarcazioni Mangusta, oltre alla bellezza estetica, l'impostazione funzionale e le qualità tecniche ingegneristiche", afferma Francesco Frediani, direttore commerciale di Mangusta. "Inoltre, apprezzano in modo particolare il nostro cantiere perché sanno che dietro c'è un'azienda familiare, solida, che lavora in prima persona nella nautica da oltre 60 anni. In più c'è qualcuno come Stefano Arlunno, che incarna perfettamente i valori aziendali, che può sempre garantire loro attenzioni e assistenza sul territorio che meritano". - Per ulteriori informazioni www.overmarine.it

CANTIERI NAVALI CHIOGGIA VARA LA SUA REGINA - A 20 mesi dalla firma del contratto, Cantieri Navali Chioggia ha varato oggi il 130 "Genesis", ammiraglia della linea di explorer yacht in acciaio disegnata dallo Studio Vallicelli Design di Roma. Lo yacht sarà ufficialmente presentato al prossimo Monaco Yacht Show di settembre. Si tratta della terza unità di questa linea speciale della Ocean King Series e si caratterizza per un layout che massimizza i volumi abitabili senza trascurare gli spazi destinati ai toys di bordo e alle attrezzature sportive. Grazie a un upper deck di quasi 125 metri quadrati, Genesis può ospitare un tender di 8 metri insieme a numerosi altri toys.





Last but not least is the sale of YN 17947 Project Ruya to an expert American yachtsman. The yacht will be built from a 47 metre platform which has already been deployed to build 12 yachts. Project Ruya's interiors are initiated by Bannenberg & Rowell and will be exhibited at the next Monaco Yacht Show. For further information www.heesen-yachts.com

LÜRSSEN LAUNCHES THREE GIANTS - In the group of launchings Lürssen could not go amiss. In March this German shipyard launched 74 metre Project Gatsby, named "Au-



ror" an elegant six decker sold by Moran Yacht & Ship with some project design work by Winch Design.

The following month Project Sasha renamed "areti" an 85 metre again initiated by Winch Design and built in compliance with Passenger Yacht Code standards.

Still in April, the German yard launched the incredible 120 metre Project Thunder, a superyacht drawn up by Espen Oeino for an Asian owner. For further information: www.lurssen.com

MANGUSTA OPENS UP AND GROWS - April last the twelfth Maxi Open of the Mangusta 165 series was successfully launched at Overmarine's shipyard in Viareggio. This is the third from the new "Evolution" series. This yacht displaces about 300 tons and thanks to 4 MTU 2,600 HP engines with as many Rolls Royce/KameWa hydro-jets it can reach more than 35 knots. Furthermore the yard announced the sale of another Mangusta



destined to the US market which is always more strategic for Mangusta. This one is a Mangusta 94, the seventh maxi open which is getting ready to leave for the USA, a result which rewards careful marketing, intense planning directed to that specific market and territory which began several years ago which today is led by Stefano Arlunno, Area manager in the territory.

"A new success in terms of sales which has been achieved because American clients appreciate Mangusta yachts, for their attractive looks, functional set ups, engineering and technical qualities too" says Francesco Frediani Mangusta's Sales Director. "Furthermore they really appreciate our shipyard because they know that behind it there's a solid family run business, which has been working the yachting field for more than 60 years. And what's more there's someone like Stefano Arlunno who puts company's values first, and is always willing to assist clients and guarantee them the attention they deserve". For further information: www.overmarine.it

CNC LAUNCHES ITS FLAGSHIP - Just 20 months from the signing of the contract Cantieri Navali di Chioggia has just launched the 130 "Genesis" flagship of the explorer yacht line built in steel and designed by Studio Vallicelli Design in Rome. The yacht will be officially presented at the next Monaco Yacht Show in September. We're talking about the third unit from this special line of the Ocean King Series which features a wonderful layout that maximizes liveable volumes without neglecting the spaces reserved for on board toys and water sports gear. Thanks to a 125 square metre upper deck, "Genesis" can host an 8 metre





July 2017

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Da Vinci, 11th Mangusta 165, Is Art Afloat: Photo Gallery

📅 JULY 14, 2017 ([HTTPS://MEGAYACHTNEWS.COM/2017/07/MANGUSTA-165-DA-VINCI/](https://megayachtnews.com/2017/07/Mangusta-165-Da-Vinci/)) **👤** DIANE M. BYRNE ([HTTPS://MEGAYACHTNEWS.COM/AUTHOR/DIANEMBYRNE/](https://megayachtnews.com/author/dianembyrne/))

Many a megayacht owner considers his or her project a work of art. Styling is sculpted, interiors are fashioned. So with a name like *Da Vinci*, you might expect a yacht to truly strive to impress. Like the Renaissance artist she's named for, the newest Mangusta (<http://www.mangustayachts.com/en/>) 165 reflects depth of color and even illusions of depth and distance.

There's a lot of interplay among tones of grey, black, and white aboard *Da Vinci*. The owner collaborated with Maxine Tissenbaum, a Canada-based designer, to create complexity. Ash is the predominant wood, stained each of the just-mentioned tones. Though, stepping through the main-deck entry (above), you'd be forgiven for not paying attention to wood being aboard. Three types of marble underfoot—black Zebrino, black and white veined Marquina, and blue Palissandro—command attention. Furthermore, they're each different sizes and shapes. Together with the mirror-like, painted black glass cabinets running floor to ceiling, it's a dramatic setting.



(<https://megayachtnews.com/wp-content/uploads/2017/07/Mangusta-165-Da-Vinci-mirror.jpg>)

More drama awaits in the saloon and dining area. While Mangusta 165 buyers can configure the decks as they wish, all 11 thus far wisely have kept the area open. Some have even done so straight to the helm. *Da Vinci's* owner provides separation for the latter for privacy. It also provides welcome night-vision protection for the captain. But, there's no mere wall with a painting. Rather, just beyond the black Zebrino marble bar (with brass accents), *Da Vinci* draws your attention directly to mirrored art. In fact, the piece comprises dozens upon dozens of small mirrors. Similar to the megayacht's entry, they're all different shapes and sizes. Depth of illusion that the Renaissance master himself would appreciate.



(<https://megayachtnews.com/wp-content/uploads/2017/07/Mangusta-165-Da-Vinci-bunks.jpg>)



(<https://megayachtnews.com/wp-content/uploads/2017/07/Mangusta-165-Da-Vinci-master.jpg>)

Due to the main-deck devotion to entertainment, all sleeping spaces lie below decks. *Da Vinci* reserves full-beam accommodations for the owner, of course (above right). Plenty of pearly whites, polished brass, and black contrast and complement each other here. Grey and white adorn the VIP, while black and white characterize one of the other guest staterooms. The remaining guest stateroom (above left), though, is decidedly different. *Da Vinci's* owner wanted two sets of bunk berths. In yet another artistic twist, slanted steps set into the wall lead to the top bunks. Additionally artistic, the steps are black wood, flanked by grey marble.

The Mangusta 165 is well known for being the fastest series-built superyacht in the world, reportedly exceeding 35 knots. Owners and guests can board in Florida's Broward County, for example, and arrive in the Bahamas before lunch. Alternately, they can sip coffee in the South of France and lunch in Sardinia. Wherever *Da Vinci* ventures, she can do so at ease even at displacement speeds. The Overmarine Group, builder for the Mangusta brand, recognizes slower speeds are often uncomfortable for fast yachts. Seakeeper stabilizers complement the quadruple MTU and KaMeWa waterjet package—which the builder says consumes no more fuel than the triple-engine packages of previous Mangusta 165s.

Here's more of *Da Vinci*.

PHOTOS: Francesco Bedini for Overmarine Group



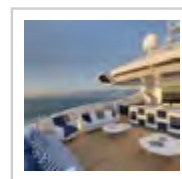
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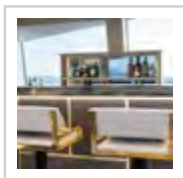
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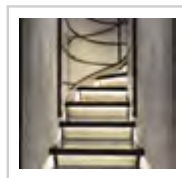
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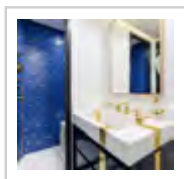
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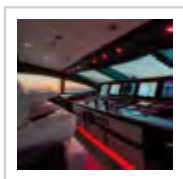
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Home > Yachts > Monaco Yacht Show Guide > 17 of the best new yachts on display at the 2017 Monaco Yacht Show

17 OF THE BEST NEW YACHTS ON DISPLAY AT THE 2017 MONACO YACHT SHOW

9/17

[VIEW ON ONE PAGE](#)



9 **Mangusta 165E**

The Mangusta 165 has proven to be one of the most successful semi-custom yacht series in the 50 metre bracket, with [the 12th hull](#) launched by [Overmarine](#) earlier this year. Her bold exterior colour-scheme immediately sets her apart from all of the other yachts in the series and rumour has it that her interior is just as daring.

The Italian yard is also expected to bring a member of its burgeoning Mangusta Oceanco 42 range to the Monaco Yacht Show this year.

Nautica: Yachting Festival Cannes, i cantieri si preparano



**Mangusta presente con 2 unità, anteprima per
Frauscher e Cmc
19:13 - 24/07/2017**

(ANSA) - GENOVA, 24 LUG - Incomincia il conto alla rovescia per i saloni autunnali della nautica, primo dei quali lo Yachting Festival di Cannes, in programma dal 12 al 17 settembre. Fra i marchi italiani presenti al

salone francese ci sarà Mangusta che esporrà due unità: il Mangusta Oceano 42.1, il 3 ponti che ha riscosso tanto successo di pubblico e di stampa, affianco ad un modello della serie Mangusta 110. Il cantiere sarà anche al Monaco Yacht Show (27-30 settembre), con l'ultimo 50 metri appena consegnato, il Mangusta 165E numero 12. E con un modello della linea dislocante. Un altro marchio italiano, il Cmc Marine ha scelto il salone di Cannes per presentare in anteprima mondiale i suoi nuovi prodotti: tre sistemi di stabilizzazione elettrica destinati ad altrettante tipologie specifiche di yacht.

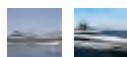
I nuovi sistemi dell'azienda pisana nascono dall'esperienza acquisita negli ultimi anni e sviluppano ulteriormente il percorso iniziato con il lancio del sistema Stabilis Electra. Al salone francese debutterà anche il nuovo Fantom 858 Air del cantiere austriaco Frauscher, importato in Italia dal Cantiere Nautico Feltrinelli. Il cantiere intanto è stato premiato in Austria per la migliore strategia di marketing per il lancio del precedente modello, 1414 Demon. Per volontà del cantiere, non saranno diffuse immagini né rendering prima della presentazione ufficiale: fino al salone di Cannes l'858 Fantom Air sarà, fedele al suo nome, un fantasma. (ANSA).

Gioielli Mangusta a Cannes e Montecarlo

25 LUGLIO 2017 COMMENTS (0) BARCHE A MOTORE, CANNES YACHTING FESTIVAL, CANTIERI, MONACO YACHT SHOW, NEWS



Mangusta Oceano 42



Quattro gioielli Mangusta in vetrina I Cannes Yachting Festival (12-17 settembre, area Jetée 009) e al Monaco Yacht Show (27-30 settembre, area QH25). Il marchio, parte del gruppo Overmarine che fa capo alla **famiglia Balducci**, esporrà due modelli a Cannes (**Mangusta Oceano 42** e **Mangusta 110**), e due nel Principato (**Mangusta Oceano 43** e **Mangusta 165 E**).

Sono tre le linee di prodotto del cantiere, ciascuna espressione di contenuti tecnici innovativi che consentono agli armatori di vivere il mare in funzione della loro propria interpretazione. La linea della tradizione è quella dei maxi open, segmento di cui il Gruppo è leader di mercato. E' la barca mediterranea per eccellenza, che permette di muoversi velocemente da una località all'altra nel massimo comfort (in termini di rumore, stabilizzazione, vibrazioni) e in spazi ampi e perfettamente bilanciati. Il 50 metri della serie **Mangusta 165 E** è riconosciuto come icona assoluta di stile e performance e rappresenta un successo senza uguali.

Gli stessi contenuti tecnici sviluppati per le imbarcazioni ad alte prestazioni (mirati al comfort di bordo) e gli stessi concetti di bilanciamento di spazi aperti e volumi interni, si ritrovano nello sviluppo della linea **Mangusta Oceano**, quella delle navi a lunga percorrenza in metallo. Il legame con gli open è anche stilistico, nel family feeling rappresentato dal design contemporaneo, senza tempo. Ma questa linea ha dettagli di stile che le regalano una forte identità. Si tratta di imbarcazioni ottimizzate per un'autonomia da navi tipo explorer, con range fino a 5mila miglia, con un'area beach che può diventare anche area toys. Per la cronaca è già in costruzione il terzo 43 metri, ma sono in dirittura d'arrivo anche progetti fino a 60 metri.

La linea **Mangusta GranSport**, infine, nasce come sintesi tecnica e stilistica delle altre due: si tratta di fast displacement, ovvero imbarcazioni con grandi autonomie, che hanno le migliori performance in regime dislocante ma che allo stesso tempo consentono di raggiungere velocità più alte, tipiche degli yacht ad elevate prestazioni, quando necessario e opportuno. L'ammiraglia di 54 metri sarà varata nell'estate 2018. In costruzione anche un 45 metri.

3/10/2017

Mangusta Yachts ai prossimi Saloni Nautici di Cannes e Monaco



NAUTICA

LUGLIO 25, 2017 - MANGUSTA

MANGUSTA YACHTS AI PROSSIMI SALONI NAUTICI DI CANNES E MONACO

Mangusta si presenta oggi al mercato con una sua propria unicità.

Seguendo una logica di sviluppo trasversale propone 3 diverse linee di #prodotto (http://lulop.com/it_IT/tag/prodotto/index), ognuna espressione di contenuti tecnici innovativi che permettono agli Armatori di vivere il mare in funzione della loro propria interpretazione.

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La linea #mangusta (http://lulop.com/it_IT/tag/mangusta/index) GranSport nasce come sintesi tecnica e stilistica delle altre due linee: si tratta di fast displacement, ovvero imbarcazioni con grandi autonomie, che hanno le migliori performance in regime dislocante ma che offrono nello stesso tempo la possibilità raggiungere velocità più alte, tipiche degli yachts ad elevate prestazioni, quando necessario e opportuno.

La prima ammiraglia di 54 metrisarà in acqua l'estate 2018. In costruzione anche un 45 metri.

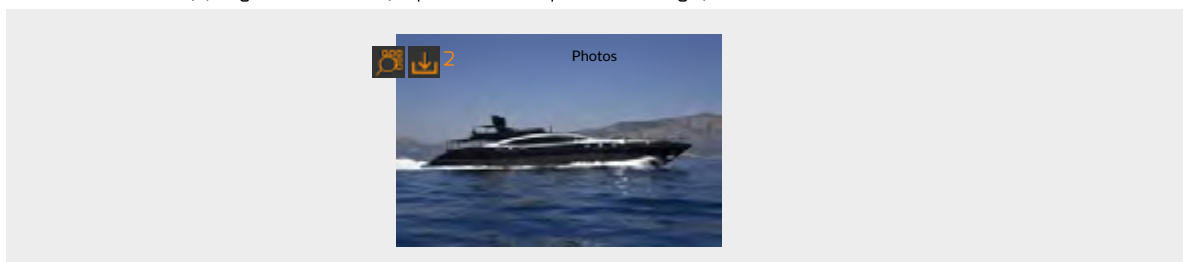
I saloni di Cannes e Monaco offriranno l'opportunità unica di ammirare un Maxi Open ed un Long Range insieme, la perfetta espressione di quello che è #mangusta (http://lulop.com/it_IT/tag/mangusta/index) oggi. Modi diversi di interpretare il mare, ma stessi contenuti tecnici importanti, dove la barca è il mezzo per vivere un'esperienza.

Mangusta è allo Yachting Festival di Cannes (12-17 settembre) nell'area Jetée 009 con il #mangusta (http://lulop.com/it_IT/tag/mangusta/index) Oceano 42.1, il 3 ponti che ha riscosso tanto successo di pubblico e di stampa, affianco ad un modello della serie #mangusta (http://lulop.com/it_IT/tag/mangusta/index) 110.

Ed è al #monacoyachtshow (http://lulop.com/it_IT/tag/monaco-yacht-show/index) (27-30 settembre) nell'area QH25, con l'ultimo 50 metri appena consegnato, il #mangusta (http://lulop.com/it_IT/tag/mangusta/index) 165E numero 12. E con un modello della linea dislocante.

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MANGUSTA YACHTS AI PROSSIMI SALONI NAUTICI DI CANNES E MONACO



Scritto da **Nautica Editrice**

Mangusta si presenta oggi al mercato con una sua propria unicità.

Seguendo una logica di sviluppo trasversale propone 3 diverse linee di prodotto, ognuna espressione di contenuti tecnici innovativi che permettono agli Armatori di vivere il mare in funzione della loro propria interpretazione.

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La prima ammiraglia di 54 metri sarà in acqua l'estate 2018. In costruzione anche un 45 metri.

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Ed è al *Monaco Yacht Show* (27-30 settembre) nell'area QH25, con l'ultimo 50 metri appena consegnato, il Mangusta 165E numero 12. E con un modello della linea dislocante.



Mangusta GranSport 54, an in-build update

The GranSport 54 fills the void between the opulent Oceano range and lunacy of the Maxi Open series...



Cannes Yachting Festival is almost upon us. Now less than eight weeks away, Vieux Port, the Riviera's oldest port, will again host the world's biggest shipyards, including the nautical magicians of Italy, Mangusta.

Indeed, this is where it started for the 54m fast displacement superyacht, the Mangusta GranSport 54.

Unveiled at MYS in 2015, the concept was taken back to the drawing board and reevaluated to maximize style, efficiency and comfort, resulting in an LOA extension of 6m.

Hull number one subsequently sold shortly after 2016's Cannes Yachting Festival.

Ten months on I visited Overmarine's shipyard in Pisa and took stock of the in-build progress of the eagerly anticipated flagship Mangusta GranSport, and its smaller 45m sibling.

What was I expecting? Frankly, a lot.

The Mangusta GranSport, designed in conjunction with Alberto Mancini, is to be a synthesis of the Mangusta Oceano and renowned Maxi Open. In essence, it is an amalgamation of outstanding luxury, typical of displacement superyachts, with the aggressive performance of the Maxi Open series. Arguably an ambitious project, particularly when looking at the sheer complexity of making a 54m aluminium superyacht feel stable and poised.

So, what's what?

Well, resting on chocks and cocooned by trestlework, the Mangusta GranSport cuts a very imposing figure in the Italian shed, and is nothing less than muscular and aggressive.

Indeed, the Mangusta GranSport looks like the type of yacht that would bludgeon you with its speed, which is partly true.

Quad MTU M96 engines will make up the formidable stern power plant. Producing over 10,000HP the 499gt superyacht has an expected top speed of 30 knots, and is able to maintain this over an alleged 3500 nautical miles, meaning Monaco to Montenegro is not much more than a day's travel and a sniff of diesel. A 20 knot cruise speed for a range of 4200 nautical miles is also achievable, while intelligent CMC Marine stabilisers ensure perpetual comfort at anchor.

Designed to let in copious amounts of light and frame unbroken views of the horizon against a neutral palette of soft furnishings, the contemporary and intimate interior environment for owner and 10 guests is a far cry from the aggressive and bold architectural lines of the exterior. While a swimming pool and hot tub dominate the upper deck, the stern opens up aft, port and starboard to reveal a considerable beach club space.

2017's Cannes Yacht Show will be an opportunity to admire both the Maxi Open and Mangusta Oceano lines. But with the Mangusta GranSport expected to splash in 2018, I suspect this will be a regular topic of dockside chatter.

Versiliatoday [®] _(/)
Il quotidiano del giorno prima

Mangusta Yachts ai prossimi saloni nautici di Cannes e Monaco



di: Paolo Salvetti (<https://www.versiliatoday.it/author/paolo-salvetti/>) | Pubblicato il 27/07/2017 at 09:36.

I saloni di Cannes e Monaco offriranno l'opportunità unica di ammirare un Maxi Open ed un Long Range

insieme, la perfetta espressione di quello che è **Mangusta** oggi.

Il gruppo guidato da Katia Balducci (<https://www.versiliatoday.it/2016/04/30/katia-balducci/>) presenteranno modi diversi di interpretare il mare, ma stessi contenuti tecnici importanti, dove la barca è il mezzo per vivere un'esperienza.

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Mangusta si presenta oggi al mercato con una sua propria unicità e seguendo una logica di sviluppo trasversale propone 3 diverse linee di prodotto, ognuna espressione di contenuti tecnici innovativi che permettono agli Armatori di vivere il mare in funzione della loro propria interpretazione.

Maxi Open Mangusta



(<https://www.versiliatoday.it/wp-content/uploads/2017/07/Mangusta-165E.12.jpg>) La linea della tradizione è quella dei Maxi Open Mangusta, segmento di cui il Gruppo è leader di mercato. È la barca mediterranea per eccellenza, che permette di muoversi velocemente da una località all'altra nel massimo comfort (in termini di rumore, stabilizzazione, vibrazioni) e in spazi – interni ed esterni, ampi e perfettamente bilanciati.

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Mangusta Oceano



(<https://www.versiliatoday.it/wp-content/uploads/2017/07/Mangusta-Oceano-42.jpg>) Gli stessi contenuti tecnici sviluppati per le imbarcazioni ad alte prestazioni (mirati al comfort di bordo) e gli stessi concetti di bilanciamento di spazi aperti e volumi interni, li ritroviamo applicati nello sviluppo della linea Mangusta Oceano, quella delle navi a lunga percorrenza in metallo.

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Mangusta GranSport



(<https://www.versiliatoday.it/wp-content/uploads/2017/07/Mangusta-Gran-Sport-54.jpg>)

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(Visitato 25 volte, 32 visite oggi)

Tag:[katia balducci](https://www.versiliatoday.it/tag/katia-balducci/) (<https://www.versiliatoday.it/tag/katia-balducci/>), [mangusta 165](https://www.versiliatoday.it/tag/mangusta-165/) (<https://www.versiliatoday.it/tag/mangusta-165/>), [Mangusta Oceano](https://www.versiliatoday.it/tag/mangusta-oceano/) (<https://www.versiliatoday.it/tag/mangusta-oceano/>), [Overmarine group](https://www.versiliatoday.it/tag/overmarine-group/) (<https://www.versiliatoday.it/tag/overmarine-group/>)



MANGUSTA 94 - 28.7M - MANGUSTA

A new Mangusta 94 superyacht has been sold to an American client, the Italian brand announced in May. Mangusta attribute the new USA sale to their carefully targeted planning efforts in the region over the past few years lead by the Americas Area Manager, Stefano Arlunno, and note expansion will follow for Mangusta's American facilities and team soon. The latest sale is the fifth Mangusta 94 of the series, and is scheduled for delivery summer next year.

MANGUSTA 165 E

КОД DAVINCI

Новейшая 50-метровая макси-орен от Overmarine не зря носит имя итальянского гения. Красота соединяется в ней с техническим совершенством и великолепными ходовыми качествами. И, разумеется, с оригинальным кастомным интерьером

ТЕКСТ ДМИТРИЙ КИСЕЛЕВ ФОТО OVERMARINE





Вот уже пару лет как верфь Overmarine на слуху в основном в связи с ее новейшими проектами – линейками Oceano и GranSport.

За ажиотажем вокруг этих, бесспорно, замечательных яхт слегка подзабылось то, что принесло тосканской верфи мировую славу, а именно быстроходные Maxi Open. Между тем они по-прежнему крайне востребованы во всем мире, что немудрено – такого сочетания предельно лаконичного дизайна, функциональности, скорости и размеров не предлагает больше ни одна верфь.

Весной этого года Overmarine передала клиенту уже 11-ю по счету Mangusta 165E. Сегодня эти 50-метровые быстроходные яхты – своего рода венец эволюции класса яхт, фактически заново изобретенного итальянской верфью. До того, как 20 лет тому назад Overmarine предложила рынку первую большую лодку класса

Mangusta 165E остается самой крупной моторной яхтой класса Open в мире. Da Vinci – 11-й по счету корпус успешной линейки и второй в серии Evolution за минувший год



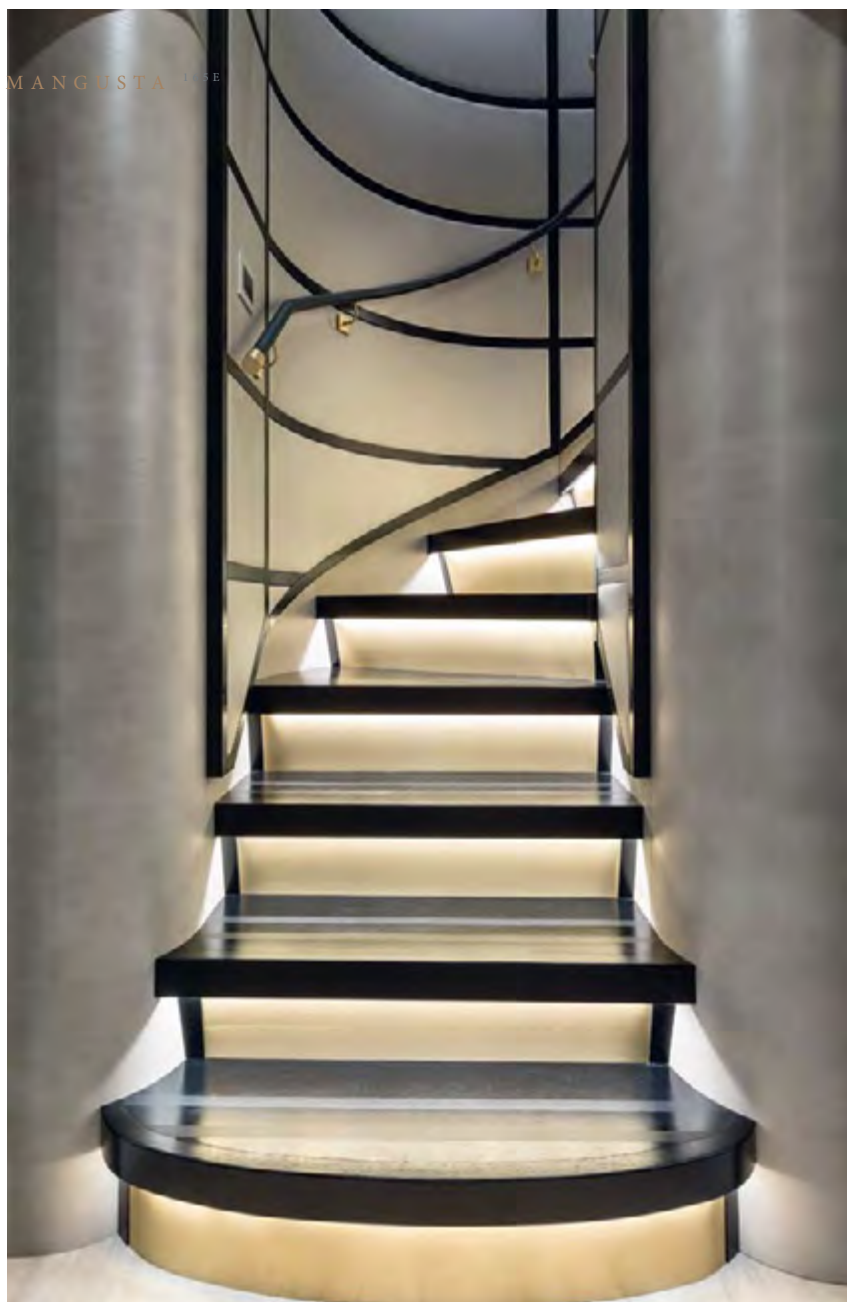
В носовой части яхты расположен обширный солярий с джакузи и обеденной зоной. В измерении классических мегаяхт, это пространство следует считать первым флайбриджем или третьей палубой



Опен, эта категория моторных яхт воспринималась не более чем игрушка для непродолжительных дневных круизов. Mangusta же доказала, что на такой яхте можно иметь уровень комфорта, не уступающий флайбриджной яхты схожего размера при намного лучших ходовых качествах и спортивном облике. Неудивительно, что сегодня Мировой океан бороздят уже более 300 яхт от Overmarine.

Mangusta чрезвычайно популярны и на чартерном рынке. Больших и роскошных яхт во флотилиях мировых яхтенных брокеров сколько угодно. А вот если клиенту хочется еще и скорости, то его выбор существенно сужается. Mangusta 165E до сих пор самая большая в мире яхта класса Open, но далеко не все владельцы этих лодок сдают их в чартер. Da Vinci, 11-й корпус Mangusta 165E, уже есть в чартерных каталогах. Тем интереснее и полезнее будет рассказать об этой яхте – возможно, именно вы захотите выбрать эту яхту для





мире вы не найдете двух одинаковых Mangusta. При этом сама верфь располагает сильным дизайн-отделом и производством, позволяющим изготавливать любые детали интерьера.

«Э то вторая по счету яхта Mangusta 165E, проданная нами в минувшем году, – говорит Франческо Фреддиани, коммерческий директор Overmarine. – Успех модели вполне объясним. Это уникальная яхта с точки зрения характеристик, комфорта на борту, технической начинки и способности доставлять удовольствие владельцу и его гостям».

Литера Е в названии модели обозначает Evolution – новое поколение Mangusta 165, отличающееся от предыдущих яхт линейки прежде всего обновленным внешним дизайном, в том числе более крупными окнами. Кроме того, яхта получила увеличенный флайбридж.

Чтобы спроектировать интерьер, владелец Da Vinci обратился к канадскому дизайнеру Максин

своего следующего отпуска на Средиземке или в Карибском бассейне. Скоростные возможности этой яхты позволяют вам, позавтракав в Каннах, пообедать на Корсике, а на вечерний коктейль успеть в Геную или Сен-Тропе. Когда за неделю чартерного круиза хочется успеть как можно больше, быстрая лодка всегда кстати. Еще одним достоинством является сравнительно малая осадка, позволяющая подходить близко к берегу и крейсировать в сравнительно мелководных акваториях, например на Багамах.

Mangusta относится к яхтам категории semi-custom. Владелец может оформить интерьер лодки как его душе угодно, и во всем



Тиссенбаум, для которой это второй по счету проект с Mangusta. Максин выделяет три аспекта в проекте Da Vinci – это 1) материалы, 2) детали и 3) дух, воплощающий индивидуальность владельца. Палитра материалов полностью соответствует высочайшим стандартам Mangusta, морским традициям и стилю заказчика – это натуральное дерево, тонированное в различные оттенки серого, несколько сортов драгоценного мрамора и латунь, полированная, либо искусственно состаренная. При входе в главный салон сразу же бросаются в глаза два роскошных серванта черного цвета из дерева и стекла, а также пол, представляющий собой

мозаику из крупных фрагментов мрамора трех сортов: Zebrino, Palissandro и Marquina.

По левому борту в главном салоне – длинная барная стойка, облицованная мрамором Zebrino и декорированная латунью и деревом. Полка с напитками, а также большая телевизионная панель выдвигаются из консоли по левому борту. Когда они убраны, ничто не загромождает вид на море через огромные окна. Салон и обеденная зона отделены от поста управления декоративным панно из множества зеркальных элементов разных форм и размеров, создающих эффект множества

Канадский дизайнер Максин Тиссенбаум использовала в отделке Da Vinci традиционные для интерьеров яхт дерево, латунь и мрамор



165E MANGUSTA

Mangusta 165E приводится в движение четырьмя водометными двигателями, сообщаящими ей скорость свыше 30 узлов



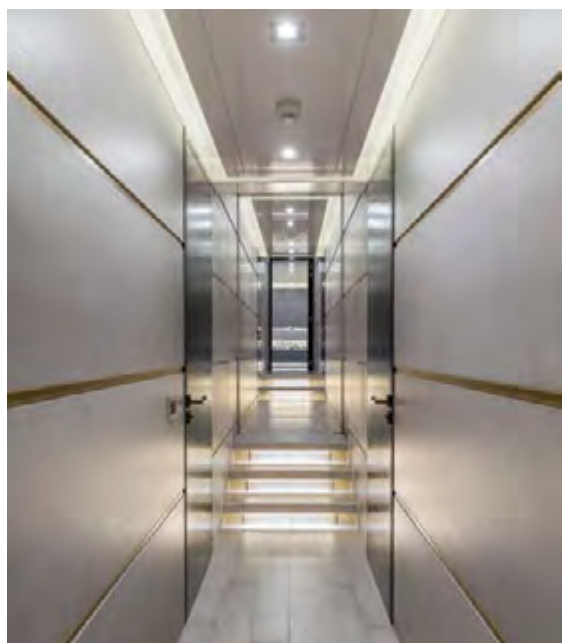
MANGUSTA 165 E



всевозможных отражений. Под ним установлена консоль с дверцами, обитыми кожей ската.

Центральная лестница отделана древесиной ясеня, жемчужно-серой кожей и полированной латунью. Она ведет на нижнюю палубу, где расположены каюта владельца и пять гостевых кают, объединенных общим коридором.

Мастер-каюта во всю ширину корпуса расположена в середине корпуса – месте, где наименее ощущается качка. Она оформлена в контрастной цветовой гамме и отделана ясенем, мрамором и кожей. Сиденье возле туалетного столика обито рыбьей кожей Piragusi. Посередине жилой зоны располагаются две каюты, одна из которых представляет собой кабинет-комнату отдыха. Дальше к носу еще пара гостевых кают, в одной из которых установлены две двухэтажные кровати. И наконец, в носовой части располагается VIP-каюта. Каюты выдержаны в едином стиле, но различаются деталями и цветовыми акцентами.



Как и все Mangusta, Da Vinci идеально подходит для средиземноморских круизов – она располагает тремя просторными, оснащенными всем необходимым зонами для отдыха на открытом воздухе. Открытая палуба на корме идеально подходит для трапезы alfresco или просмотра фильма на большом экране, скрытом в барной стойке. В носовой части разместился обширный солярий с джакузи. И наконец, на сандеке, который на самом деле является настоящим флайбриджем, можно



Da Vinci располагает шестью гостевыми каютами, включая мастер во всю ширину корпуса и каюту-студию

с комфортом разместиться на широких шезлонгах или за барной стойкой, чтобы на ходу любоваться прекрасными морскими видами. Во всех трех зонах предусмотрены складывающиеся навесы для защиты от слишком жаркого солнца или дождя.

Da Vinci приводится в движение четырьмя двигателями MTU 16V2000 M94 мощностью 2600 л.с. каждый, которые соединены с четырьмя водометами Rolls-Royce KaMeWa. Эти двигатели более легкие по сравнению с теми, что ставились на 165-е раньше (4000-й серии), что обеспечивает более выгодное соотношение мощности

и массы судна, а значит, меньший расход топлива. Новые водометы также отличаются повышенной эффективностью. Кроме того, при низких скоростях достаточно использовать только два водомета. В результате, по данным Overmarine, на скоростях 20 и 30 узлов Da Vinci потребляет на 35% меньше топлива, чем предыдущие 165-е.

Яхта оборудована четырьмя гироскопическими стабилизаторами качки Seakeeper. Также на борту есть инновационная система динамического позиционирования, которая способна удерживать судно в заданной точке без

MANGUSTA 165E



Mangusta 165E 'Da Vinci'

ТЕХНИЧЕСКИЕ ХАРАКТЕРИСТИКИ

ДЛИНА МАКС., М	49,9	ЕМКОСТЬ ТОПЛИВНЫХ БАКОВ, Л	40 000
ШИРИНА, М	9,2	БАК ДЛЯ ВОДЫ, Л	4000
ОСАДКА, М	1,9	СКОРОСТЬ МАКС., УЗЛ.	37
ВОДОНЕЖИМЕНИЕ, Т	285	ЗАПАС ХОДА, МИЛЬ	900
ДВИГАТЕЛИ, СУММАРНАЯ МОЩНОСТЬ, Л. С.	4x2600	КОЛ-ВО СПАЛЬНЫХ МЕСТ	12

Данные



использования якоря, автоматически задействуя тягу движителей и подруливающего устройства. Эта система будет полезна при стоянке в акваториях, где запрещено бросать якорь во избежание порчи кораллов, например в районе Большого барьерного рифа.

Название Da Vinci весьма подходит яхте, в которой сочетаются красота, функциональность и передовые технические решения, которые демонстрируют многие творения итальянского гения. Не говоря уже о том, что в этой яхте, как и в остальных Overmarine, достигается удачный баланс между эстетикой, комфортом и ходовыми качествами. ~



165E MANGUSTA



ПРОЕКТ АВГУСТ 2017

YACHTING | 121

Yachts by Neptune





MANGUSTA OCEANO 42

Changement de cap

Spécialiste depuis trente ans de l'open sport avec ses célèbres Mangusta, le groupe Overmarine diversifie son offre en lançant une gamme de yachts « Long range ». L'Oceano 42 est le premier de cette série qui prend le contrepied des unités performantes chères au chantier italien. Texte Michel Luizet - Photos Maurizio Paradisi



Yachts by Neptune

MANGUSTA OCEANO 42 VISITE PRIVÉE



LONGUEUR similaire, vitesse et autonomie identiques, mais profil différent. On n'échappera pas à la comparaison entre le nouveau Mangusta Oceano 42 et le Sanlorenzo 460 Exp présenté en page 76. Tous deux proposent une vision opposée du yacht à déplacement, qui met en exergue la navigation lente (pas plus de 12 nœuds en croisière) et la capacité à partir loin de sa base. L'un, tributaire de l'image yacht d'expédition, insiste sur l'aspect technique. L'autre, libéré de ce type de contrainte, se consacre exclusivement au bien-être de ses passagers en exploitant toute la surface disponible. Mais, pour Mangusta comme pour Sanlorenzo, c'est une première. Le groupe Overmarine né en 1985 (lire l'encadré page 50) a toujours fait du yacht de sport sa marque de fabrique. Sur ce point, le chantier n'a jamais changé sa stratégie depuis sa rencontre avec Rodriguez, l'importateur français qui fut jusqu'à la fin des années

Le beach club est l'une des grandes attractions du bord. Le garage est aménagé avec du mobilier volant. Il offre aussi un accès à la salle des machines situé dans le prolongement.

2000 un formidable booster de vente pour Overmarine et ses fameux Mangusta. Toujours à la tête du groupe, la famille Balducci a franchi l'obstacle de la crise de 2008 sans dommages. L'affaire familiale a même rebondi dès 2012 avec l'arrivée du Mangusta 165, premier open yacht de plus de 50 mètres de long. Douze exemplaires de ce modèle ont déjà été vendus, dont plus de la moitié à des clients américains qui vénèrent ces bateaux rapides et racés au look indémodable. Sur cette lancée, Mangusta a dévoilé l'année dernière sa nouvelle gamme GrandSport. ▶

MOTORISATION MTU
2 X 1448 CH



Recouvert de teck comme la plateforme, le beach club se prolonge par un salon où aucun détail n'a été négligé par le designer lui-même.



Le cockpit du pont principal et ses fameuses dalles de verre sous la table. Un principe que l'on retrouve à tous les niveaux.

ALBERTO MANCINI

DE RIVA À FAIRLINE

Son agence de design baptisée AM Yacht Design est sise dans l'un des plus beaux quartiers de Trieste. Si Alberto Mancini est originaire de cette ville d'art de l'Adriatique, aux confins de la péninsule italienne, c'est à Turin qu'il a suivi les cours de l'Institut Européen du Design (IED). « Avec du sel marin coulant dans ses veines comme il le raconte dans sa biographie, Mancini se passionne très vite pour le design de bateaux. En 2000, il fait ses débuts dans la profession à l'Officina Italiana Design au moment où l'équipe, dirigée par Mauro Micheli et Sergio Beretta, commence à plancher sur le Riva Aquariva 33 et le Rivarama 44. Il rejoint ensuite celle de l'architecte Ken Frelvokh qui travaille sur Maltese Falcon, le fameux yacht-voilier de 88 m. En 2004, il débarque chez les Vénitiens Nuvolari et Lenard pour s'occuper tout spécialement des vedettes de Cantieri di Sarnico. Désormais bien formé, Mancini devient partenaire du nouveau Team For Design Studio. À partir de 2009, il crée son propre label : le chantier Dominator Yachts devient son client majeur. Puis viendront Baglietto, Revolver, Magnum Marine et Overmarine Mangusta. En septembre dernier, Mancini a signé un nouveau contrat avec Fairline pour de futures vedettes à fly. À 39 ans, Alberto Mancini est devenu un designer qui compte. Son style flamboyant est reconnu de tous.



Yachts by Neptune

MANGUSTA OCEANO 42 VISITE PRIVÉE



► genre de sportyachts ultra-confortables, surmotorisés et véloce, forcément. Le modèle numéro un, de 54 m de long, est en cours de finition au nouveau chantier de l'ise. Sa sortie est annoncée pour 2018. On imagine déjà les rugissements de ses quatre moteurs MTU de 2600 ch chacun, qui devraient assurer une vitesse de pointe supérieure à 30 nœuds. Alors mettre à l'eau pour la première fois une coque à déplacement de 43 m, c'est pour le constructeur un changement radical de cap, et de logiciel ! La gamme Oceano aurait vu le jour grâce à la détermination de Maurizio Balducci, le dynamique directeur général du groupe, conquis par les projets qu'il avait commandés au designer Alberto Mancini en 2013. La future gamme fut dévoilée au Monaco Boat Show l'année suivante. Elle est constituée pour l'heure de quatre modèles de 43 à 59 m de long. L'Oceano 42 est le premier du nom. C'est aussi le plus petit. Le client a signé sans hésitation à partir

La superstructure de l'Oceano 42 se concentre sur la partie arrière de façon à dégager la plage avant en creux, qui abrite l'annexe du bord.

de la brochure révélant les intérieurs et la silhouette en 3D dessinés par Mancini. Entre le futur propriétaire et le jeune designer, le courant est bien passé. Autant dire que la décoration, l'agencement et les aménagements intérieurs sont réellement l'œuvre du cabinet d'architecture et le bureau d'étude d'Overmarine. La griffe Mancini s'exprime dans les moindres recoins du yacht. Il y a d'abord cette surabondance d'inox (on dénombre plus de 1 600 pièces !), de vitrages teintés et de faisceaux de lumière indirecte. Mancini est un fan de ce genre d'ambiance qui ►

VITESSE MAXI
15,00 NŒUDS



Piscine-spa au pied des matelas bain de soleil, il ne reste plus qu'à se glisser dans l'eau jusqu'à la paroi de verre légèrement concave et inclinée à la manière d'un pare-brise. Toujours ce jeu avec la transparence.

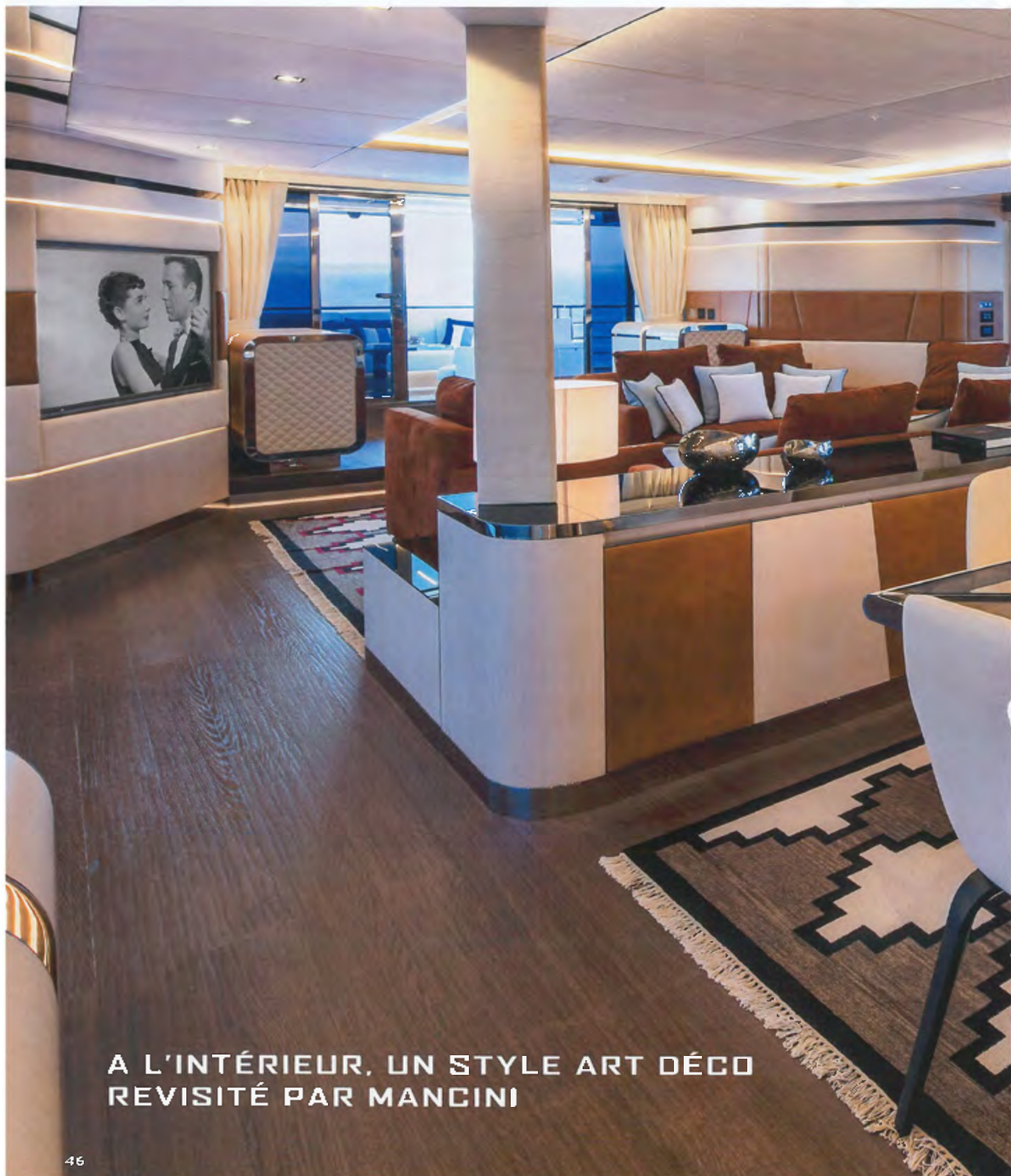


Au sommet du yacht, le sky deck et son salon en U avec vue imprenable sur la mer. Notez la superbe table à armature inox et son plancher en verre.

TECK, INOX ET VERRE : LE FIL CONDUCTEUR DES AMÉNAGEMENTS EXTÉRIEURS...

Yachts by Neptune

MANGUSTA OCEANO 42 VISITE PRIVÉE



A L'INTÉRIEUR, UN STYLE ART DÉCO
REVISITÉ PAR MANCINI



MANGUSTA OCEANO 42 VISITE PRIVÉE



► joue sur l'opposition du mar et du brillant. Il a manifestement un don pour façonner des formes douces, parfaitement intégrées aux aménagements qui ne font alors plus qu'un. L'ensemble lit-rable de nuit visible dans la suite propriétaires offre une belle illustration de ce savoir-faire unique. Autre exemple, la salle de bain et son évier laqué blanc qui se prolonge en pente douce jusqu'au bidet camouflé sous un banc d'un seul tenant. Il sait aussi mettre en valeur les tonalités fauves des grands sofas du salon principal qu'il associe - il fallait oser - à des tapis tissés main à motif géométrique. Le style art déco revisité n'est jamais très loin chez Mancini. Plus que n'importe quel autre yacht, l'Oceano joue la transparence et l'ouverture sur les aménagements extérieurs. Sur le pont principal, les gigantesques haies vitrées latérales (2,50 m de large) s'escamotent automatiquement sous la simple pression d'un bouton électrique. Les épais montants en inox miroir

Là remarquable suite armateur et sa salle de bain tout en transparence. Les portes coulissantes permettent de mieux déstructurer l'espace. Au fond, le balcon-terrasse offre une respiration sur l'extérieur.

accrochent bien la lumière tout comme les vitres teintées signées Isoclima, le grand spécialiste italien du verre Sécurit high tech. On peut ainsi facilement accéder aux larges passavants qui sont comme un balcon sur la mer. Plus en avant, une volée de marches conduit à la plage avant, dont l'agencement est particulièrement réussi. C'est ici que Mancini a fait le choix d'installer un spa-piscine de 4 m³ qui semble faire corps avec un ensemble de bains de soleil et d'un sofa en s'appuyant contre le pare-brise vertical de la timonerie. Le pont en teck est dégagé jusqu'à l'étrave, ►

POIDS EN CHARGE

395 TONNES



Les quatre cabines du pont inférieur évoquent une destination remarquable, ici, la décoration tourne autour du thème de Saint-Tropez. Le miroir cache un écran TV.



Une salle de bain et son mobilier intégré. Une superbe composition sans rupture qui marie avec talent marbre, placage en bois précieux et pièces laquées.



Le salon du pont supérieur est agencé autour d'un grand écran. La photo est prise depuis la terrasse qui dispose d'une belle table pour huit personnes, lieu privilégié pour y prendre le petit-déjeuner en famille.

Yachts by Neptune

MANGUSTA OCEANO 42 VISITE PRIVÉE



La passerelle est équipée de cinq écrans siglés Furuno. Le pare-brise vertical accroît la vision panoramique. La capitale dispose d'une cabine située juste derrière la cloison contre laquelle s'appuie la banquette de veille.



L'Océano 42 bénéficie d'une véritable cuisine professionnelle suréquipée, qui communique discrètement avec la salle à manger.

► les appareils de mouillage étant dissimulés sous le pont. Autrement dit, les passagers profitent pleinement de cette plage avant sur deux niveaux. À l'autre extrémité, le beach-club complète à merveille l'esprit farniente et détente qui anime l'Océano 42. Le tableau arrière bascule à 135° pour se convertir en plateforme de bain prolongée par un garage aménagé. Ici encore, Mancini intervient pour en faire un espace design, n'hésitant pas à habiller les parois d'un placage en teck. Le yacht Nantaste (c'est le nom choisi par son propriétaire) dispose de quatre cabines doubles, chacune personnalisée en fonction d'une thématique de lieux de prestige : ainsi, la suite Saint-Tropez côtoie celle baptisée Bodrum. On trouve aussi les cabines Bergame et Mauritius à l'ambiance tropicale. Quant à la suite armateur, elle est située dans le prolongement du pont principal et bénéficie de toute la largeur de la coque. On notera de ►

MANGUSTA STORY

Une collaboration de 25 ans

Maurizio Balducci et Gérard Rodriguez entament leur collaboration lors de la création du chantier Overmarine et de la marque Mangusta par Maurizio, ex-cadre de Technomarine, en 1985. Le groupe Rodriguez devient alors en charge de la vente des unités du jeune chantier. Les deux noms sont ensuite quasi indissociables, jusqu'à ce qu'Overmarine mette fin, en 2012, aux accords d'exclusivité qui le liaient au groupe Rodriguez, suite aux difficultés rencontrées par ce dernier. Overmarine assure désormais la commercialisation des Mangusta par le biais d'un réseau de vente présent en Europe, aux États-Unis, en Amérique Latine, au Moyen-Orient et dans la zone Asie Pacifique. Le chantier compte deux familles de sportyachts au catalogue, de 72 à 165 pieds ainsi que la gamme Oceano, qui est constituée de quatre modèles.

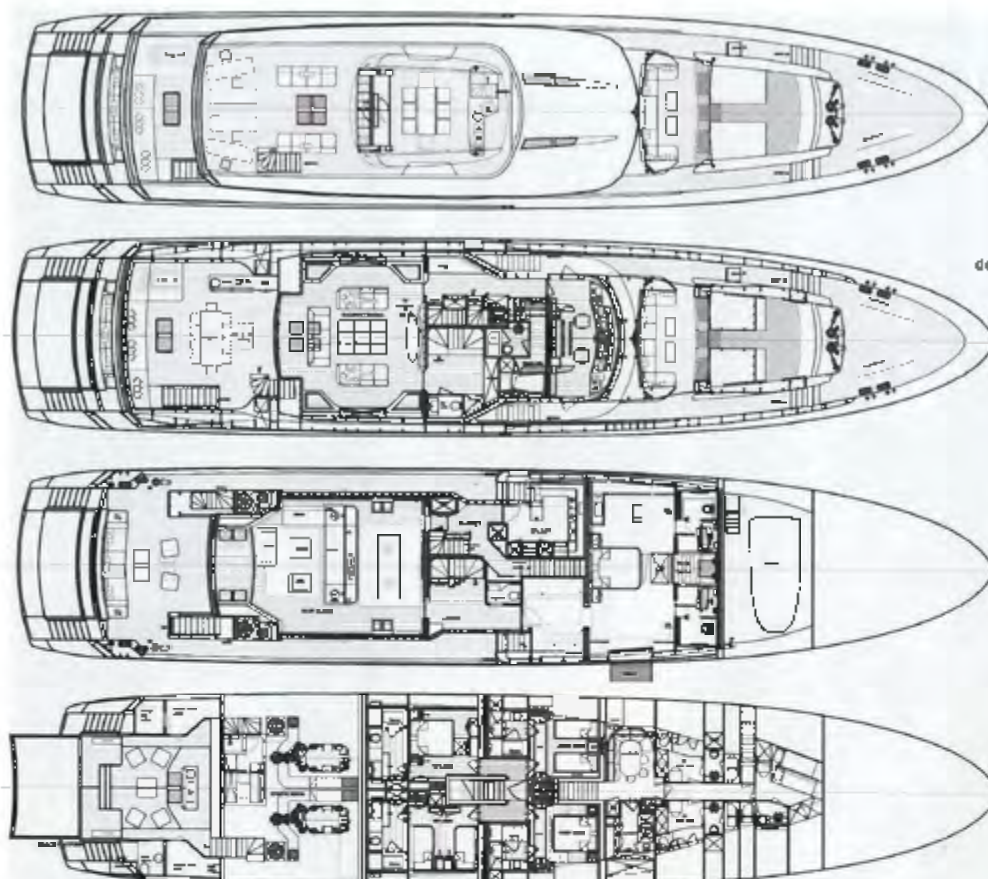


Le style open-sport a fait le succès de la griffe Mangusta depuis ses débuts.



L'AUTONOMIE DE L'OCEANO DÉPASSE
LES 4 500 MILLES NAUTIQUES

MANGUSTA OCEANO 42 VISITE PRIVÉE



Le quadri deck exploite au maximum les surfaces au sol. Notez l'emplacement de l'annexe dans un garage aménagé de la proue.



Le traitement de la plage avant est très original avec ses escaliers latéraux qui conduisent à la proue.

CARACTÉRISTIQUES

LONGUEUR	43,00 m
LARGEUR	8,70 m
TIRANT D'EAU	2,40 m
Poids en charge	395 t
TRANSMISSION	Ligne d'arbre classique
PUISSANCE MAXIMALE	2 x 1448 ch MTU 12V 2000 M72
CARBURANT	67 000 l
EAU	12 000 l
CABINES	1 propriétaire + 2 doubles + 2 singles
AUTONOMIE	5 000 milles
CONSTRUCTEUR	Overmarine Group (Vareggio, It.)
CONTACT	Overmarine Group France (Belle Jean, OB)

► nouveau l'emploi sans réserve de bales teintées qui séparent la chambre de la salle de bain. On pourrait encore longtemps décrire les plafonds en verre entre les différents niveaux, qui fournissent un éclairage naturel vraiment fascinant. Incontestablement, Narnasse consacre le talent du cabinet de design Mancini. Ce dernier a décroché également le style intérieur et extérieur du futur Grand Sport 54. C'est la prouesse !

Yachts by Neptune



LÜRSSEN 205 mètres de long à eux deux !



Le chantier allemand Lürssen a procédé courant avril au lancement de deux superyachts. Le premier, nommé projet Thunder, est un yacht de 120 m de long dessiné par Espen Ørmo et qui a touché l'eau 24 mois après la pose de la quille. Il sera livré à son propriétaire égyptien à la fin de l'année 2018. Le second, nommé

Projet Sasha est signé du designer anglais Andrew Winch. Il comporte neuf suites.

Projet Sasha, est dû au crayon d'Andrew Winch et mesure 85 m de long. Il comporte neuf suites, un hammam, un sauna, un jacuzzi, et de nombreux ponts extérieurs privés pour le confort des passagers. Il sera livré après l'été.

■ Infos www.lurssen.com



Les grands Mangusta Open du chantier Overmarine poursuivent une carrière dynamique. Un septième M94 a rejoint les US.

OVERMARINE Mangusta 94 : et de sept !

Overmarine vient d'annoncer le lancement d'un second Mangusta Oceano, un trois-ponts de 42 m en acier et aluminium, dont la présentation du premier exemplaire à Monaco avait fait sensation. Ce dessin d'Alberto Mancini rompt totalement avec la ligne habituelle des Mangusta (voir l'essai du n°1, dans les pages qui suivent). En parallèle, la production des Mangusta Maxi Open et Grand Sport se poursuit avec autant de succès, et Overmarine vient d'annoncer la vente d'un septième Maxi Open Mangusta 94 sur le marché américain.

■ Longueur 28,72 m ■ Largeur 6,60 m ■ Poids 92 t ■ Puissance 2 x 2 600 ch
■ Propulsion Turbine Kamewa ■ Vitesse 28 nœuds ■ Infos www.overmarine.com

NUMARINE 78 HTS Le tout électrique au mouillage

Le chantier turc Numarine a revisité le 78 HT qui devient le 78 HTS. La principale évolution se situe sur le pontillevé entièrement renouvelé avec un poste de pilotage central et quatre bords de soleil réglables. Le propriétaire bénéficie d'une cabine traversante au centre du pont inférieur qui accueille également trois autres cabines et leurs salles de bain. Numarine propose le « Silent Package », une gestion électrique permettant de faire fonctionner tous les systèmes électriques 24 heures uniquement sur les batteries Lithium sans utiliser de groupes (sauf un court moment à midi). Comme toujours chez Numarine, la performance est au rendez-vous et le 78 HTS atteint les 38 nœuds en vitesse de pointe avec 2 x 1200 ch.

■ Longueur 23,98 m ■ Largeur 5,19 m ■ Poids 36,7 t ■ Carburant 7000 l
■ Puissance 2 x 1200 ch ■ Infos www.franchboatmarket.com



Le 78 HTS présente un livr intégré et renouvelé (par rapport au 78 HT). Il peut fonctionner 24 h au mouillage en tout électrique.



August 2017

Nautica: Mangusta presenterà ai saloni di Cannes e Monaco la sua nuova lussuosa imbarcazione



La lussuosa e stupenda imbarcazione Mangusta 165 E sarà presentata ai prossimi saloni di Cannes e Monaco

Seguendo una logica di sviluppo trasversale propone 3 diverse linee di prodotto, ognuna espressione di contenuti tecnici innovativi che permettono agli Armatori di vivere il mare in funzione della loro propria interpretazione. La linea della tradizione è quella dei **Maxi Open Mangusta**, segmento di cui il Gruppo è leader di mercato. E' la barca mediterranea per eccellenza, che permette di muoversi velocemente da una località all'altra nel massimo comfort (in termini di rumore, stabilizzazione, vibrazioni) ed in spazi - interni ed esterni, ampi e perfettamente bilanciati. Il 50m della serie **Mangusta 165 E** è riconosciuta come un'icona assoluta di stile e performance e rappresenta un successo senza uguali.



Gli stessi contenuti tecnici sviluppati per le imbarcazioni ad alte prestazioni (mirati al comfort di bordo) e gli stessi concetti di bilanciamento di spazi aperti e volumi interni, li ritroviamo applicati nello sviluppo della linea **Mangusta Oceano**, quella delle navi a lunga percorrenza in metallo. **Il legame con gli Open** è anche stilistico, nel family feeling rappresentato dal design contemporaneo, senza tempo. Ma questa linea ha dettagli di stile altamente caratterizzanti che le regalano una propria forte identità ed una riconoscibilità elevata. Sono imbarcazioni ottimizzate per un'autonomia da navi tipo explorer, con range fino a 5000 miglia, con un'area beach che può diventare anche area toys. In costruzione già il terzo 43 metri, con progetti fino a 60m.

La linea **Mangusta GranSport** nasce come sintesi tecnica e stilistica delle altre due linee: si tratta di fast displacement, ovvero imbarcazioni con grandi autonomie, che hanno le migliori performance in regime dislocante ma che offrono nello stesso tempo la possibilità raggiungere velocità più alte, tipiche degli yachts ad elevate prestazioni, quando necessario e opportuno. La prima ammiraglia di 54 metrisarà in acqua l'estate 2018. In costruzione anche un 45 metri. I saloni di **Cannes** e Monaco offriranno l'opportunità unica di ammirare un Maxi **Open ed un Long Range** insieme, la perfetta espressione di quello che è **Mangusta** oggi. Modi diversi di interpretare il mare, ma stessi contenuti tecnici importanti, dove la barca è il mezzo per vivere un'esperienza.

Mangusta è allo **Yachting Festival di Cannes** (12-17 settembre) nell'area **Jetée 009** con il **Mangusta Oceano 42.1**, il 3 ponti che ha riscosso tanto successo di pubblico e di stampa, affianco ad un modello della serie **Mangusta 110**. Ed è al Monaco Yacht Show (27-30 settembre) nell'area **QH25**, con l'ultimo **50 metri** appena consegnato, il **Mangusta 165E** numero 12. E con un modello della linea dislocante.

🕒 10:58 | 27/07/17 | di **Filippo Francesco Idone**



13/10/2017

Yacht Review: Mangusta Oceano 42 Namaste - Yachts International



HOME > BUILDERS > MANGUSTA



Mangusta makes inroads into a new market with M/Y Namaste, the first in a new series of displacement superyachts.

In Hindu culture, “namaste” is a respectful salutation, often accompanied by a slight bow with the hands pressed together as if in prayer.

The eponymous 138-foot (42-meter) Mangusta trideck deserves the same kind of respect as the Italian brand’s first foray into the displacement market. The move follows a long history of building water jet-powered, open-style boats, which are ideal for a weekend blast along the French Riviera but less suitable for extended cruising in leisurely comfort.

“The Oceano concept was our response to meeting the needs of our owners who want to spend more time aboard their yachts,” says Francesco Frediani, Mangusta director of sales and marketing. “But we didn’t just want to build another white boat. Our clients come to us because they expect style, innovation and performance, so we developed a design that carries those characteristics into a vessel offering efficiency and comfort at displacement speeds.”

Mangusta brought in Alberto Mancini, a young designer from Trieste who cut his teeth on planing boats for brands such as Dominator, Barracuda and Magnum Marine, and who also designed the interior of 144-foot (44-meter) Baglietto *Monokini*. Mancini originally approached Mangusta with a concept for an open sport boat, but came away with an altogether more demanding proposal.

“Unusually, Alberto is equally talented at exterior and interior design, which was important because we wanted to ensure a seamless connection between the two,” Frediani says. “So we asked him to work on a concept for our first displacement tri-decker. From the first render, he hit the nail on the head.”

13/10/2017

Yacht Review: Mangusta Oceano 42 Namaste - Yachts International

A displacement hull brings more living space than a planing boat and less noise and vibration (the choice of electric instead of hydraulic stabilizers for *Namaste* further improves comfort levels both at anchor and underway). But open-style boats provide total immersion in the marine environment, from feeling the wind in your hair underway to being just a few steps from the water at anchor. This is more difficult to achieve on a trideck displacement yacht, creating a challenge for both the designer and the shipyard.

"*Namaste* is the first time I've been able to develop both the interior and exterior design from scratch," Mancini says. "From the off, I was very conscious of the need to transfer the heritage of the open Mangustas into a very different kind of vessel."

At 440 gross tons, *Namaste* is a high-volume vessel for her size, with a layout that includes a captain's cabin behind the wheelhouse, a forward tender garage and a dedicated beach club—standard enough features, but unusual on a yacht under 150 feet (45 meters). By using glass, both transparent and mirrored, to bounce light around the interior and reduce visual barriers to the outside world, Mancini has succeeded in reducing the divide between the interior and exterior spaces so that guests always feel close to the water.

"The study of natural and artificial light is an essential part of my approach," Mancini says. "The most rewarding feedback I've had is that on *Namaste* you have the sensation of being aboard a much larger yacht."

Most beach clubs, for example, are windowless spaces designed for use at anchor with the swim platform deployed. But *Namaste's* beach club is also welcoming underway thanks to strip glazing in the transom that lets in sunlight. (When the transom door is lowered, the glass panels provide underwater views for guests relaxing in sun loungers.) A steel-and-glass coffee table on the main deck aft, positioned above a skylight in the deck, provides further natural illumination for the beach club below.

In fact, skylights connect all the deck levels, including a glass-bottomed wading pool on the foredeck that creates rippling, azure patterns in the owner's bathroom on the main deck below. Mirrored partitions between the bathroom and the full-beam stateroom ricochet the natural light around the interior, especially when the fold-down balcony is open.

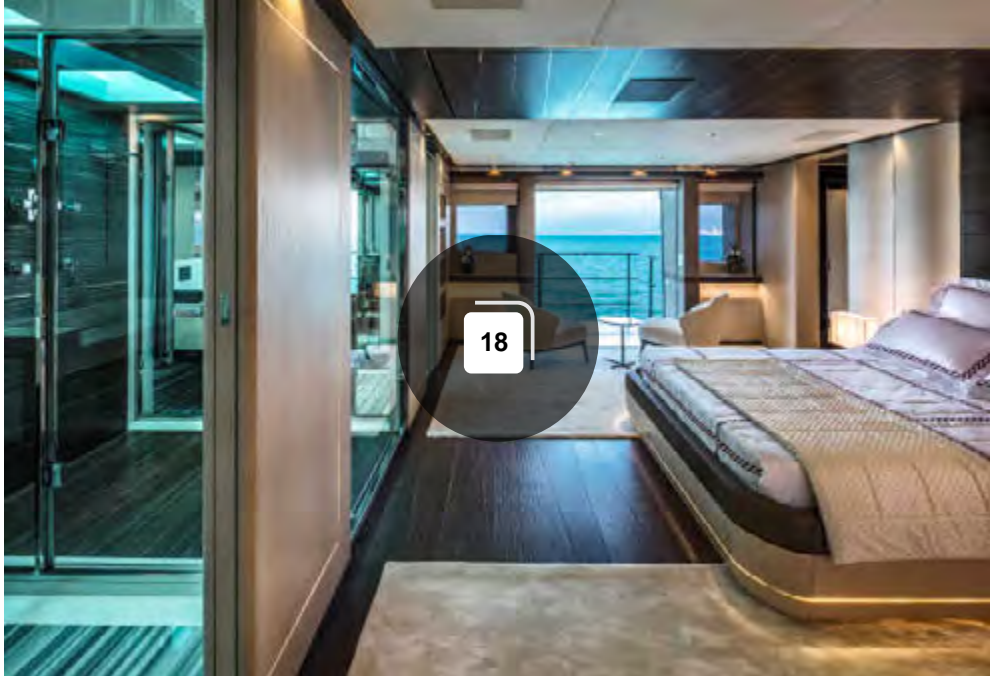
This impression is enhanced by the full-height, sliding glass doors on either side of the main salon, the wraparound glass on the upper deck and the connection between crisp exterior styling and understated interior design. Stained and natural oak soles and joinery are matched with a mix of Alcantara, linen, silk and nubuck with quilt-style stitching inspired by automotive upholstery. Eramosa marble in the owner's shower is treated to create a soft, wood-like finish underfoot. Polished stainless steel details—there are 1,600 throughout the yacht—provide a contemporary sparkle. The same base materials appear in the four guest staterooms on the lower deck, but the color palettes are themed around each cabin's name: Saint-Tropez, Mauritius, Bodrum and Bergama (in Turkey).

When Mangusta announced the Oceano displacement series, industry watchers accustomed to the builder's sleek and swift maxi opens were dubious. Against the odds, and despite *Namaste's* oceangoing vocation, the brand has transferred its sporty image to a steel-hulled motoryacht with a bulbous bow and a range of more than 5,000 nautical miles at a cruising speed of 11 knots.

In an age when conspicuous consumption is increasingly under scrutiny, perhaps it was only a question of time before Mangusta expanded into the market for more fuel-efficient displacement yachts. But it has done so with a style and panache that has already led to the sale of a second Oceano 42, with a third in build.

"It was a decision that has matured over time and took considerable preparation," Frediani says. "*Namaste* spent a year in the design and engineering phase before we started cutting metal, but the process started even before that because beyond simply building a new model, we wanted to create new prospects for Mangusta."

M/Y Namaste

**GALLERY****18 IMAGES****The Cobra Catcher**

Giuseppe Balducci set up Mangusta in the mid-'80s, as part of his Overmarine Group to challenge the super-fast Cobra powerboats by rival Tecnomarine. He brazenly chose the name Mangusta, Italian for mongoose, after the small but feisty carnivore that includes cobras in its diet. Tecnomarine eventually went out of business, whereas Mangusta went on to become a byword for fast, open sport boats.

The Oceano range of displacement yachts represents a departure from these origins, but the brand DNA remains in terms of sporty styling and efficient performance. Working with designer Alberto Mancini, the company has also developed a GranSport range. Falling between the full-displacement and planing models, these yachts combine efficient low-speed cruising with a top speed of 29 knots. The first 177-foot (54-meter) GranSport 54 has been sold and is under construction.

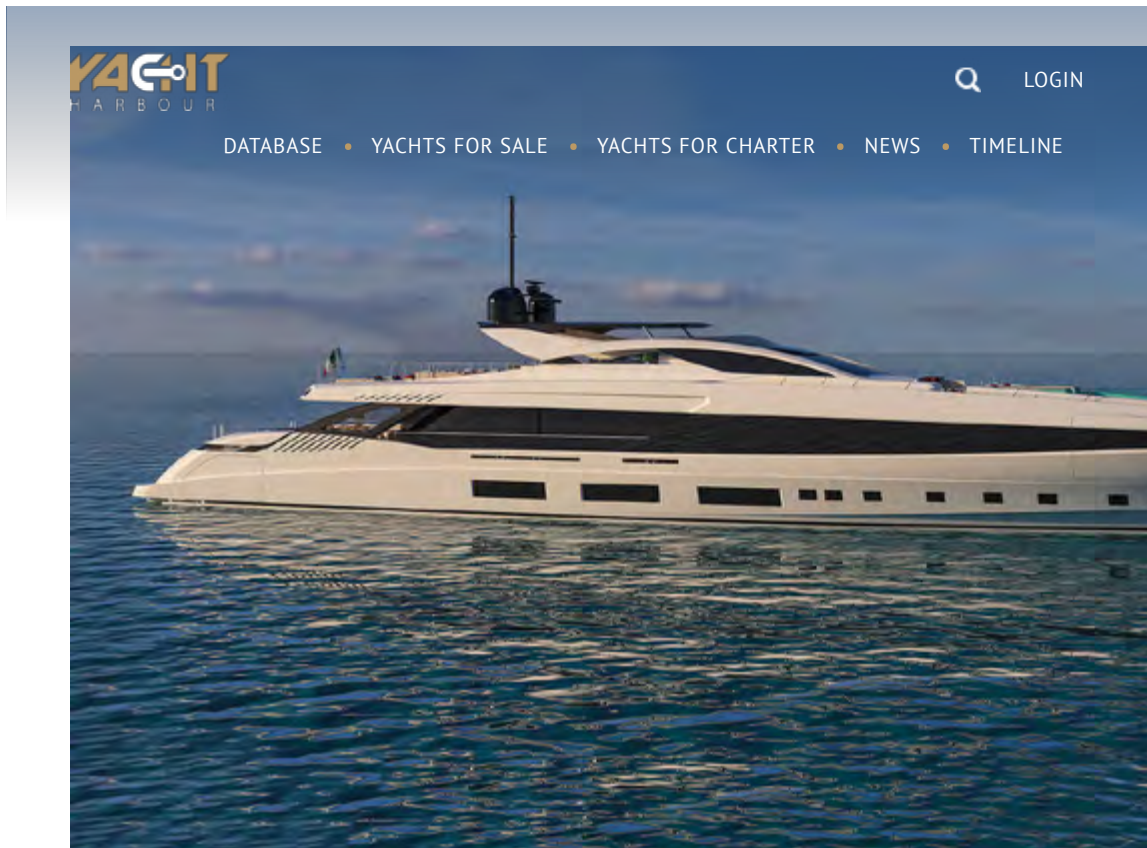
For more information: [overmarine.com](https://www.overmarine.com)

4/10/2017

Build update on Overmarine's flagship Mangusta Gransport 54 - Yacht Harbour

The screenshot shows a web page from Yacht Harbour. At the top left is the 'YACHT HARBOUR' logo. To the right is a search icon and a 'LOGIN' link. Below these are navigation links: 'DATABASE', 'YACHTS FOR SALE', 'YACHTS FOR CHARTER', 'NEWS', and 'TIMELINE'. The main content area features a large background image of a white yacht on the water. Overlaid on this image is the title 'Build update on Overmarine's flagship Mangusta Gransport 54' in large white serif font. Above the title, in a small white box, is the text 'YACHT NEWS'. Below the title, the date 'August 15, 2017' and a view count '2066' are displayed. A breadcrumb trail reads 'Yacht Harbour > Yacht News > Build update on Overmarine's flagship Mangusta Gransport 54'. At the bottom of the article preview are three social media buttons: Facebook, Twitter, and Google+.

Overmarine Group has announced the sale of its first 54m flagship of the new Fast Displacement



Francesco Frediani, Group Commercial Director, comments:

“ Just a very few days after the Mangusta Oceano 42 was officially presented at the Monaco Yacht Show, attesting the Group's entry into the long range segment, today we're celebrating the new Mangusta fleet flagship, a 54 metre yacht from the brand new Mangusta GranSport line. This successful sale confirms that, thanks to our thirty year tradition of building fast, comfortable yachts and the reputation we've built up in that time, we're even able to aspire to playing a leading role in a segment that's completely new to us ”

Officially presented more than a year ago, during the Monaco Yacht Show as a design concept, the Mangusta Gransport 54 is the first of Overmarine Group's brand new line of fast displacement yachts. Designed by Alberto Mancini, the yacht features a range of technical features such as speed, greater range and limited consumption with extraordinary levels of efficiency.

Mangusta Gransport 54 is also pure beauty, achieved through a design with clean, dynamic lines that are never redundant. A design that is a perfect interpretation of the Mediterranean lifestyle, i.e. enjoying life outdoors, the pleasure of eating outside, close to the sea perhaps, in the cool shelter of a patio.

4/10/2017

Build update on Overmarine's flagship Mangusta Gransport 54 - Yacht Harbour



Mangusta GranSport 54 construction at the Pisa shipyard is well underway. Featuring a racy pro cruising speeds and spacious, functional onboard areas, this model is easily able to cruise long c

Engineering studies and tank tests were carried out after the presentation of the concept, and a project. The yacht was altered in length and is currently 54 metres. She also features a new 4 en x MTU 16V 2000 M94 2600Hp) with stabilizers. Advantages include greater propulsion efficienc especially at slow speeds, a higher top speed of up to 30 knots, lower draft, of around 2.5m whic shallow waters like those of the Bahamas, for example, or the islands of the Mediterranean. She hydrodynamics, a greater range (around 3800 miles) and can consequently be used in a number which in total comfort.

The superyacht will be ready in 2018.

In May Overmarine Group has announced the sale of Mangusta 94 for an American client.



NEWS



FLASH

1

ELEVA YACHT

La vela italiana si arricchisce di un nuovo marchio. Il primo modello è *The Fifty*, un fast cruiser per la crociera veloce di 15 metri.

ELEVA YACHT

The Italian sailing field has been enriched with a new brand. The first model is *The Fifty*, a 15 meter long fast cruiser.



2

IL NUOVO PRESIDENTE

James J. Cannon è stato nominato Presidente e Chief Executive Officer di Fir, azienda leader nel campo delle termocamere e visori notturni.

THE NEW PRESIDENT

James J. Cannon has been named President and Chief Executive Officer of Fir, the company leader in both the thermal and night vision cameras sector.

BENETTI YACHTS 116'

Varata la nave da diporto Mediterraneo 116' *Oli*, lunga fuori tutto 35,5 metri, è stata costruita in vetroresina dal cantiere Benetti Yachts di Viareggio. Con due motori Man V-12 di 1029 kW (1400 hp) ciascuno raggiunge una velocità massima di 15 nodi. A 10 nodi ha un'autonomia di 3mila miglia.

Mediterraneo 116' *Oli* has been launched. This pleasure ship, built in fiber glass by the Benetti Yachts yard in Viareggio, is 35.5 meters long overall. With two MAN V-12 engines, developing an outlet mechanical power of 1029 kW (1400 hp) each, the maximum speed is of 15 knots. At 10 knots the range is of 3'000 nautical miles.



EFFETTO BREXIT

Nello yachting il semplice annuncio dell'uscita del Regno Unito dall'Unione Europea ha già provocato effetti significativi. Negli ultimi 12 mesi moltissimi hanno trasferito la bandiera del Regno Unito a altre bandiere comunitarie.

BREXIT EFFECT

In the yachting field, the UK leaving the European Union has already had significant effects. During the last 12 months, many boat owners have changed their flag from British to another European country.

PRINCESS 62

Caratterizzata da un disegno compatto e da linee sportive è un motoryacht lungo fuori tutto 19,34 metri e largo 5,03. Il dislocamento è di circa 29 mila chilogrammi. Con due Volvo Penta D13 di 662 kW (900 hp) ciascuno naviga alla velocità massima di 31 nodi. Con due Cat di 1000 cavalli arriva a circa 34 nodi di velocità.

PRINCESS 62

Characterized by a compact design and sporty lines, this motor yacht is 19.34 meters long overall and 5.03 wide. The displacement is of about 29 thousand kilos. With two Volvo Penta D13 engines, developing an outlet mechanical power of 662 kW (900 hp) each, the maximum speed is of 31 knots. With two Cat of 1000 hp each it can reach the speed of about 34 knots.



MANGUSTA OCEANO 42

Varato il secondo 42 metri in acciaio ed alluminio della linea Long Range di Overmarine. Disegnato da Alberto Mancini, ha una velocità di crociera di 11 nodi che consente un'autonomia di oltre 4500 miglia nautiche.

MANGUSTA OCEANO 42

The second 42-meter long hull, built in steel and aluminium of the Long Range lines by Overmarine, has been launched. Designed by Alberto Mancini, this ship has a cruising speed of 11 knots with a range of more than 4500 nautical miles.



NAVICO COMPRA NAVIOP

Navico ha finalizzato l'accordo per l'acquisizione di Naviop, azienda specializzata nei sistemi di monitoraggio e controllo per la nautica. «Siamo felici di accogliere Naviop nella famiglia Navico», ha dichiarato Leif Ottosson, Ceo di Navico.

NAVICO ACQUIRES NAVIOP

Navico has finalized the agreement to acquire Naviop, a company specialised in marine monitoring and control systems. «We are pleased to welcome Naviop to the Navico family», said Leif Ottosson, CEO of Navico.



NEWS

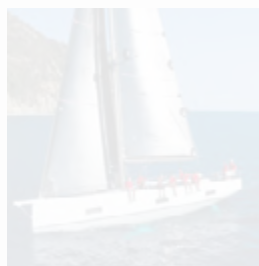
1

VITTORIA DI ICE 52

L'Ice 52, appena varato ha già ottenuto il suo primo successo sul campo di regata all'Eibable, il giro dell'Isola d'Elba.

VICTORY FOR ICE 52

Shortly after its launch, Ice 52 has already achieved its first success at the Eibable regatta, which circumnavigates the Island of Elba.



FLASH

2

INVICTUS YACHT

L'Invictus 200 HX con motori fuoribordo, disegnato da Christian Grande, farà il suo esordio ufficiale in occasione del prossimo Cannes Yachting Festival.

INVICTUS YACHT

The Invictus 200 HX with outboard engine, designed by Christian Grande, will be officially launched at the forthcoming Cannes Yachting Festival.



HEAVEN ALTURA 52

L'Altura 52 è un maxrib di 15,78 metri di lunghezza fuori tutto, 4,60 di larghezza, e con un dislocamento di 12500 chilogrammi. Con 2 motori Fpt Cursor 9 di 478 kW (650 cavalli) ciascuno e trasmissioni Jolly Drive con eliche Radice, naviga alla velocità di circa 45 nodi.

Altura 52 is a 15.78-meter long overall and 4.60 wide maxi rib. The displacement is of 12500 kilograms. With two FPT Cursor 9 engines developing an outlet mechanical power of 478 kW (650hp) each and Jolly Drive transmissions with Radice propellers, it reaches the top speed of 45 knots.



Patrizio Bertelli con Luna Rossa riporterà l'Italia nell'America's Cup, la competizione sportiva più antica del mondo, grazie alla sinergia con il Circolo della vela Sicilia, che ha sede a Mondello. Il sodalizio siciliano metterà a disposizione della 'Luna' il titolo sportivo e il guidone, come aveva già fatto nel 2013.

Patrizio Bertelli and Luna Rossa will bring Italy back into the America's Cup, the oldest sporting competition in the world, thanks to a partnership with the Sicilian Yacht Club, which is based in Mondello. The Sicilian partners will provide 'Luna' with its sporting title and burgee, just as it did in 2013.

MANGUSTA 94

Venduto negli Stati Uniti il settimo Mangusta 94 di Overmarine. «Un nuovo successo di vendita che è stato raggiunto perché i clienti americani riconoscono alle imbarcazioni Mangusta, oltre alla bellezza estetica, l'impostazione funzionale e le qualità tecniche ingegneristiche». Ha dichiarato Francesco Frediani, direttore commerciale di Mangusta.

MANGUSTA 94

The hull n° 7 of the Overmarine Mangusta 94 has been sold in the United States. «A new sales success that has been achieved because our American customers consider Mangusta boats to be aesthetically beautiful, functional, with high technical and engineering characteristics». This is the statement made by Francesco Frediani, Mangusta's Sales Manager.



SIRENA 56 A CANNES

Il Sirena Yachts 56 è già stato venduto in due esemplari. Il design esterno è di Efers Naval Architecture & Engineering, gli interni sono di Spadolini Design Studio. Il debutto europeo al Cannes Yachting Festival.

SIRENA 56 AT CANNES

Two Sirena Yachts 56 have already been sold. The exterior design is by Efers Naval Architecture & Engineering, while the interiors are by Spadolini Design Studio. It will make its European debut at the Cannes Yachting Festival.



RADIO VHF V20

B&G presenta la radio VHF V20 di Classe D con digital selective calling. Il sistema di funzionamento è facile e intuitivo. Grazie a un display di alta qualità nero-su-bianco con livelli di contrasto elevati, è visibile anche in pieno sole.

V20 VHF RADIO

B&G presents the Class D V20 VHF radio with digital selective calling. It is simple and intuitive to operate. Thanks to a high quality, black-on-white, high contrast display it is visible even in full sunlight.



El astillero italiano Overmarine ha empleado casi dos años, numeroso personal experimentado, la más moderna tecnología y toda su experiencia para poder poner en el agua el nuevo “Da Vinci”, unidad número once de su modelo Mangusta 165





MANGUSTA 165 "DA VINCI"

El Renacimiento del ingenio

CLASE A

Los dos aspectos en los que este Mangusta 165 destaca frente a otros megayates de eslora similar son el espacio disponible y sus prestaciones. En cuestión de espacio, cabe decir que el “Da Vinci” es comparable a un yate del mismo tamaño, pero de 3 cubiertas. Y con respecto a sus prestaciones, el astillero italiano afirma que este Mangusta es el yate de esta eslora más rápido del mundo de los construidos en serie ya que, a pesar de sus 165 pies y su desplazamiento, llega a alcanzar una velocidad superior a 35 nudos, todo ello con cero vibraciones y bajísimos niveles de rumorosidad. Otro dato a tener en cuenta es su autonomía, que se sitúa en torno a las 600 millas náuticas gracias a los 40.000 litros que almacenan sus tanques de combustible. Tanto la superestructura de este superyate semicustom como su casco de planeo se han construido en GRP. Éste ha sido además dotado de cuatro estabilizadores Seakeeper que reducen los niveles de consumo considerablemente y optimizan la navegación en todas las condiciones, especialmente a velocidades bajas, haciendo posible la navegación en modo desplazamiento a velocidades más baja, de 8 a 10 nudos, y aumentando considerablemente la estabilidad cuando el Mangusta 165 se encuentra fondeado y amarrado.

ÚLTIMAS TENDENCIAS

Pero este Mangusta 165 no solo destaca por los aspectos puramente técnicos sino también por su apariencia, por sus líneas agresivas y deportivas que transmiten sensación de fuerza. En ellas también encontramos las últimas tendencias estéticas y estructurales introducidas por el astillero en otros modelos de su serie “Evolution”, relativas sobre todo a los nuevos acristalamientos y a la presencia de un flybridge alargado por popa, que en cierta forma evoca un diseño propio del automovilismo.

ALMA SOFISTICADA

Cómo todos los yates de Mangusta, la distribución y la decoración de los interiores del “Da Vinci” han sido personalizados para adaptarse en la medida de lo posible a los requerimientos de sus propietarios. Esta importante misión ha sido encomendada a la interiorista Maxine Tissenbaum, que ya había cola-



LA DISTRIBUCIÓN Y LA DECORACIÓN DE LOS INTERIORES DEL “DA VINCI” HAN SIDO PERSONALIZADOS PARA ADAPTARSE EN LA MEDIDA DE LO POSIBLE A LOS REQUERIMIENTOS DE SUS PROPIETARIOS

Esloza total | length overall: 49,9 m

Manga | beam: 9,2 m

Calado máx. | max draft: 1,9 m

Desplazamiento total | displacement at full load: 285 t

Desplazamiento media carga | half load displacement: 265 t

Capacidad de combustible | fuel capacity: 40.000 l

Capacidad de agua | water capacity: 4.000

Motorización principal | main engines power:

4 x MTU 16v 2.000 M94 1939 kw

Tranmisión | transmission: kamewa 2 x 71 s4 + 2 x 71 b4

Estabilizadores | stabilizers: 4 x seakeeper 35

Velocidad máx. | max speed: 37 nudos

Autonomía a velocidad de crucero | range at cruising speed:

(20 knots) 900 nm

Diseño exterior | Exteriors: Stefano Righini

Diseño interior | interiors: Maxine Tissenbaum



Constructor: Overmarine Group - www.overmarine.it

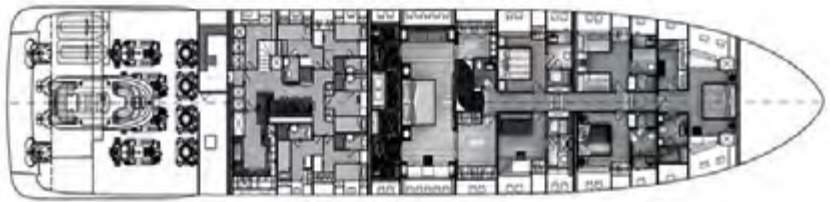
Importador: Michl Marine - www.michlmarine.com/es



FLYINGBRIDGE



CUBIERTA PRINCIPAL



CUBIERTA INFERIOR





borado en otras ocasiones con el astillero italiano. Los puntos fundamentales en los que ha incidido la diseñadora canadiense han sido: los materiales de altísima calidad y difieren en los distintos ambientes; la atención prestada a los detalles; y su “alma” realmente sofisticada. No cabe duda de que el “Da Vinci” ofrece la comodidad y el lujo que requieren sus invitados, los cuales pueden disfrutar de numerosas áreas privadas y sociales tanto interiores como exteriores.

Los materiales elegidos son esencialmente madera natural en diferentes tonos de gris para el piso y tonos similares para las paredes y los muebles, así como exquisito mármol y metales pulidos.

Del mobiliario destacaremos las dos grandes alacenas de madera y vidrio negro que flanquean ambos lados de la entrada, así como el “mosaico” realizado a modo de puzzle con distintos tipos de mármol (zebrino negro, palissandro azulado y negro Marquina). También resalta en esta área la zona del bar que cuenta con taburetes altos, una generosa barra en mármol de zebrino negro y un funcional botellero instalado tras ella. Éste se ha dispuesto en la pared y presenta un práctico sistema que permite al usuario acceder con facilidad a cada botella. Cuando no está en uso, todo queda oculto, igual que la gran pantalla de televisión que queda escamoteada en el techo.

El comedor, por su parte, cuenta con una gran mesa de mármol de Marquina con capacidad para 12 comensales.

Seguidamente, el salón, concebido como un espacio de encuentro y para conversar dispone de un gran sofá. En esta zona destaca la presencia de algunas piezas de mobiliario circular que otorgan un toque muy personal al ambiente.





Un poco más a proa, el panel que separa el salón y el puesto de gobierno ha sido creado como una obra de arte en sí misma, como evidencian las puertas revestidas en valiosa piel Stingray en diferentes tonos de azul.

El puesto de gobierno, más a proa, cuenta con un gran acristalamiento en el techo diseñado especialmente para esta línea, mientras que para la consola se ha empleado fibra de carbono y piel. Madera, piel, carbono componen interesantes contrastes y armonías gracias al juego de colores y materiales. Como era de esperar, el puente de mandos equipó los controles de última generación de motores los MTU, además de la tecnología Rolls Royce/Kamewa waterjets y de los cuatro estabilizadores Seakeeper, algo muy apropiado en un superyate de alto rendimiento, fácilmente maniobrable y manejable.

La escalera central que conecta la zona social con la cubierta de descanso, ofrece un fuerte impacto visual con líneas horizontales y verticales en madera en color negro ceniza y los paneles cerrados en piel gris y nacarado.

Ya en la cubierta inferior, el "Da Vinci" ofrece alojamiento a 12 invitados, distribuidos en 6 camarotes, incluyendo una suite principal para el armador, un camarote VIP, dos cabinas dobles, una cabina con dos camas y una con literas.

Una escalera separada da acceso al área de servicio, donde se ha instalado la cocina, totalmente equipada con electrodomésticos de la línea profesional de la marca alemana Miele y que incluye, refrigerador, congelador y lavavajillas.



CLASE A



Esta escalera también da acceso a un área para la tripulación, con su comedor, una cabina para el capitán y cuatros cabinas para la tripulación, pues este Mangusta 165 es capaz de albergar hasta 6 tripulantes a bordo, algo usual en un superyate de esta eslora.

ÁREAS EXTERIORES SORPRENDENTES

Experimentar el mar al máximo con amigos y la familia y poder hacerlo de una manera versátil, teniendo la posibilidad de acceder a las distintas áreas disponibles para relajarse. Éste es un aspecto que siempre ha cuidado mucho el astillero italiano Overmarine y el "Da Vinci" no es una excepción.

Para comenzar, su amplia bañera cuenta con un segundo comedor exterior que con capacidad para hasta 12 comensales bajo la protección del voladizo del fly. Tras esta amplia dinette se ha conformado una generosa zona de estar que cuenta con tres amplios sofás. Más a popa, un gran solárium deja libre dos accesos escalonados que dan paso a la generosa plataforma de baño.

En proa, tras un inmenso solárium se ha creado un pequeño spa, con jacuzzi y zona de asiento. Toda esta zona puede quedar protegida del sol con un gran toldo.

Pero los espacios desarrollados para disfrutar al máximo de la vida al aire libre no acaban ahí. El gran flybridge del "Da Vinci" brinda un amplio y despejado espacio, con solárium, zona de asiento, dinette, una barra sorprendente y el segundo puesto de gobierno, que queda perfectamente protegido por el parabrisas.

De modo que no nos equivocamos al afirmar que a bordo del "Da Vinci" hay lujo, pasión y tecnología a partes iguales.

**EXPERIMENTAR EL MAR AL MÁXIMO
CON AMIGOS Y LA FAMILIA Y PODER
HACERLO DE UNA MANERA VERSÁTIL,
DE ACCEDER A LAS DISTINTAS ÁREAS
DISPONIBLES PARA RELAJARSE**





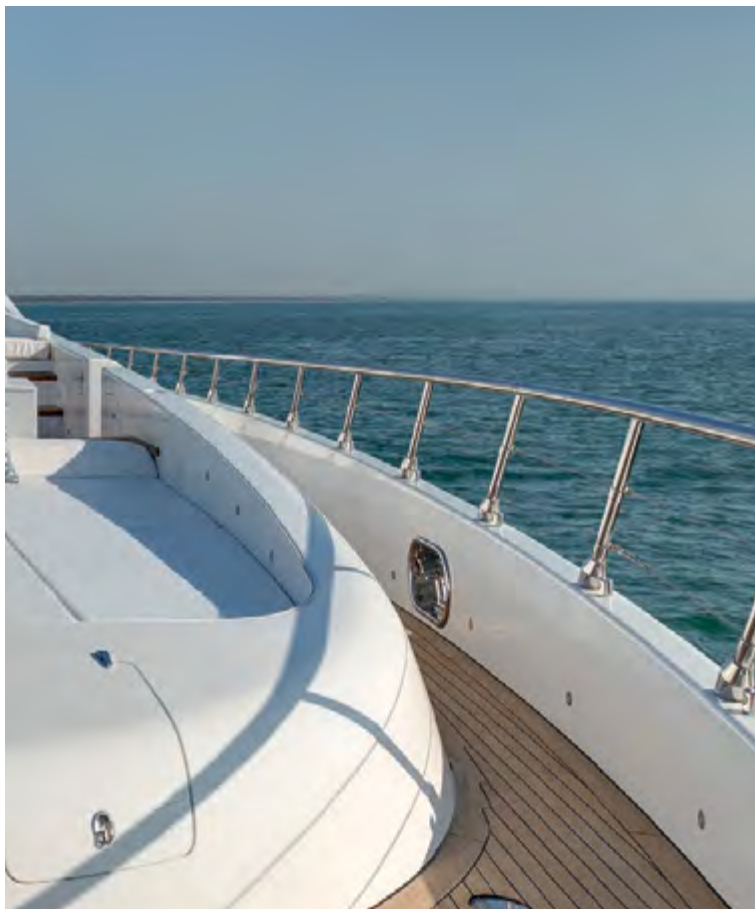
The Italian shipyard Overmarine has spent almost two years and used numerous experienced staff, the most modern technology and all its experience to put in the sea the new “Da Vinci”, the eleventh unit of its Mangusta 165 model.

The two aspects in which this Mangusta 165 stands out from other mega-yachts of similar length are the available space and its benefits. In a matter of space, it is possible to say that the “Da Vinci” is comparable to a yacht of the same size, but of 3 decks. And with regard to its performance, the Italian shipyard says that this Mangusta is the fastest yacht of the world of such length and of the series-produced ones because, despite its 165 feet and its displacement, it reaches a speed of more than 35 knots, all that with zero vibrations and very low-noise levels. Another point to consider is its autonomy, which is situated around 600 nautical miles thanks to the 40,000 litres that are stored in its fuel tanks. Both the superstructure of this semicustom superyacht and its gliding hull have been built in GRP. It has also been equipped with four Seakeeper stabilizers which considerably reduce consumption levels and optimize navigation in all conditions, especially at low speeds, making possible navigation in shift mode at lower speeds, from 8 to 10 knots, and increasing stability when the Mangusta 165 is anchored and moored.

HIGH SOPHISTICATION

But this Mangusta 165 stands out, not only in the purely technical aspects, but also for its appearance, for its aggressive and sporty lines that convey a sense of strength. We also find in them the latest aesthetic and structural tendencies introduced by the shipyard in other models of its “Evolution” series, relating in particular to the new glazing and the presence of an elongated flybridge aft, which, in a way, evokes a design typical of the motor racing.

THE DISTRIBUTION AND DECORATION
OF THE INTERIORS OF THE “DA VINCI”
HAVE BEEN CUSTOMIZED TO ADAPT
AS FAR AS POSSIBLE TO THE
REQUIREMENTS OF THEIR OWNERS



SOPHISTICATED SOUL

As all Mangusta yachts, the distribution and decoration of the interiors of the “Da Vinci” have been customized to adapt as far as possible to the requirements of their owners. This important mission has been entrusted to the interior designer Maxine Tissenbaum, who had already collaborated on other occasions with the Italian shipyard. The fundamental points that have influenced the Canadian designer have been: the materials of the highest quality that differ in the different environments; attention to detail and its really sophisticated “soul”. There is no doubt that the “Da Vinci” offers the comfort and luxury that its guests require, who can enjoy numerous private and social areas both indoors and outdoors.

The materials chosen are essentially natural wood in different shades of grey for the floor and similar shades for the walls and furniture as well as exquisite marble and polished metals.

Among all the furniture, we will highlight two large wooden and black glass pantries that flank both sides of the entrance, as well as the “mosaic” made as a puzzle with different types of marble (black zebrino, blue palissandro and Marquina black). We also find in this area the bar with high bar stools, an ample bar in black zebrino marble and a functional bottle rack installed behind it. It is arranged on the wall and presents a practical system that allows the user to easily access each bottle. When it isn't in use, everything is hidden, just like the large television screen that is hidden in the ceiling.



ENGLISH TEXT

The dining room, on its part, has a large Marquina marble table with capacity for 12 people.

Then, the living room, conceived as a meeting space and for conversation, has a large sofa. In this area, the presence of some pieces of circular furniture is emphasized and gives a very personal touch to the environment.

A little further forward, the panel that separates the salon and the government seat has been conceived as a work of art itself, as evidenced by the doors coated with valuable Stingray leather in different shades of blue.

The wheelhouse, situated close to the bow, has a large glazing at the roof, especially designed for this line, while fibre and leather have been used for the console. Wood, leather and carbon create an interesting contrast and harmony, thanks to the combination of colours and materials. As expected, the navigation is equipped with the latest MTU engines, as well as the Rolls Royce / Kamewa waterjets technology of the four Seakeeper stabilizers, something

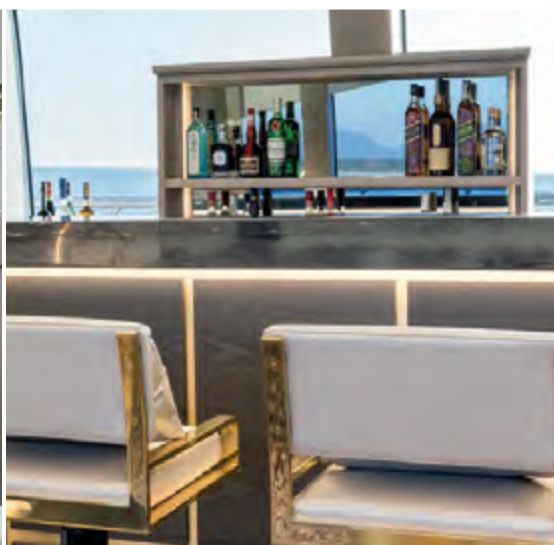
very appropriate in a high performance superyacht, easily manoeuvrable and manageable.

The central staircase that connects the social area with the resting deck offers a strong visual impact with horizontal and vertical lines in black-ash wood and the panels closed in grey and pearly leather.

On the lower deck, the "Da Vinci" offers accommodation for 12 guests, distributed in 6 cabins, including a master suite for the owner, a VIP cabin, two double cabins, a cabin with two beds and one with bunk beds.

A separate staircase gives access to the service area, where the kitchen has been installed, fully equipped with appliances of the German Miele brand and it includes refrigerator, freezer and dishwasher.

This staircase also gives access to a crew area, with its dining room, a cabin for the captain and four crew cabins, as this Mangusta 165 can accommodate up to 6 crew members on board, something unusual in a superyacht of this length.





EXPERIENCING THE SEA TO THE MAXIMUM WITH FRIENDS AND FAMILY AND BEING ABLE TO DO IT IN A VERSATILE WAY, HAVING THE POSSIBILITY OF ACCESSING THE DIFFERENT AVAILABLE AREAS TO RELAX

AMAZING OUTDOOR AREAS

Experiencing the sea to the maximum with friends and family and being able to do it in a versatile way, having the possibility of accessing the different available areas to relax. This is an aspect that has always been taken great care of by the Italian shipyard Overmarine and the "Da Vinci" is no exception.

To begin with, its large bathtub has a second outdoor dining room that can accommodate up to 12 guests under the protection of the fly cantilever. Behind this large dinette, an ample living area has been formed and it has three large sofas. Close to the stern, a large solarium leaves two

stepped accesses free which give way to the ample bathing platform.

On the prow, behind a huge solarium a small spa has been created, with a jacuzzi and a seating area. This entire area can be protected from the sun with a large canopy.

But the spaces developed to enjoy the best of outdoor life don't end there. The large flybridge of the "Da Vinci" offers a wide and clear space, with solarium, seating area, dinette, an amazing bar and the second government seat, which is perfectly protected by the windscreen.

So we are not wrong when we say that aboard the "Da Vinci" there is luxury, passion and technology in equal parts.



BENETTI SEASENSE

Costruito per un armatore esperto, che ha scelto per la prima volta un Benetti, Seasense è un 67 metri full custom con scafo in acciaio e sovrastruttura in alluminio. Le linee esterne sono del designer olandese Cor D. Rover, alla sua prima con Benetti, mentre l'architettura navale è stata sviluppata dall'ufficio tecnico del cantiere. Il design degli interni in stile contemporaneo nasce, invece, dalla collaborazione con Area di Los Angeles, all'esordio nel superyacht. Il layout prevede sei suite per un massimo di dodici ospiti; il concept un grande sviluppo delle aree esterne per massimizzare il contatto con il mare. Nell'area di poppa del ponte principale è stata inserita una grande piscina con area prendisole collegata al salone interno che, grazie all'apertura di porte scorrevoli, aumenta ulteriormente lo spazio a disposizione degli ospiti. Con due Caterpillar da 1.380 kW, raggiunge una velocità massima di 15,5 nodi. All'andatura economica di 12 nodi, conta su 5.000 miglia di autonomia. www.benettiyachts.it



TANKOA S501 VERTIGE

Costruito in lega leggera di alluminio, Vertige è un 50 metri che, pur rimanendo sotto le 500 grt, offre un layout a sei cabine (armatoriale e master sul ponte principale, 2 Vip e 2 ospiti su quello inferiore), cui si aggiungono palestra, home cinema, garage per un tender di sette metri, due jet sky e un altro tender di servizio a prua. Mantenere una visuale continua sul mare era uno degli obiettivi assegnati al team di Francesco Paszkowski mentre gli interni (sempre dello studio Paszkowski con Margherita Casprini), da espressa richiesta dell'armatore, dovevano rispecchiare un'atmosfera moderna, ma calda. Tra i punti di forza: le due terrazze laterali apribili della suite armatoriale, le vetrate a tutta altezza nel salone principale con le murate ribassate per godere appieno della vista, il beach club di poppa completo di palestra e il layout del ponte superiore con un tavolo all'aperto per 14 persone e un divano avvolgente per 20 con uno schermo tv a scomparsa. www.tankoa.it

MANGUSTA 165E

Bellezza e passione a bordo di *Da Vinci*, maxi open di 50 metri del Gruppo Overmarine, concetti che abbracciano anche la tecnologia. L'installazione di quattro Mtu 16V 2000 M94 con 2600 hp, quattro idrogetti Rolls Royce / KameWa NP e quattro stabilizzatori Seakeeper permettono performance uniche (oltre 35 nodi di punta) nel panorama mondiale, che rimangono identiche ai pacchetti propulsivi utilizzati per il Mangusta 165, ma con consumi inferiori. Questo anche grazie all'efficacia del sistema di stabilizzazione, che ottimizza la navigazione in ogni condizione, soprattutto a basse velocità: un vantaggio che consente di utilizzare lo yacht anche in regime dislocante, alla velocità minima di 8-10 nodi, in totale comfort. Degni di nota il bilanciamento tra interni ed esterni e la vivibilità, con volumi paragonabili solo a yacht delle stesse dimensioni, ma a tre ponti. La personalizzazione è di Maxine Tissenbaum, interior designer canadese al suo secondo Mangusta. www.overmarine.it





September 2017

4/10/2017

El Mangusta 165 S Black Legend se estrena en Marina Ibiza

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alicante

Expansión **MALEA** EL MUNDO

lunes, 11 de septiembre de 2017

NAUTA360



Yates de lujo

A vela

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YATES DE LUJO PRESENTACIÓN

EL MANGUSTA 165 S BLACK LEGEND SE ESTRENA EN MARINA IBIZA



HÉCTOR ATIENZA [@hector_atienza](#)

Actualizado: 11/09/2017 11:15 horas



0 compartido

SUSCRÍBETE



La última embarcación de 50 metros de astillero italiano se presenta en la base ibicenca antes de su debut oficial en el Monaco Yacht Show. Destaca la labor de personalización de todo el casco exterior en tonalidades negras que han realizado los técnicos de la base de Viareggio.

El próximo 27 de septiembre la costa de Montecarlo se convierte todavía más en el centro mundial de la industria del megayate con la edición número 20 del Monaco Yacht Show. A esta cita acude el astillero Mangusta con un proyecto muy especial, el 165S Black Legend. Una modelo que recientemente se presentó en exclusiva a la **base de Marina Ibiza de la mano del**

<http://www.expansion.com/nauta360/yates-lujo/2017/09/11/59b64b6546163f002a8b4655.html>

1/4

4/10/2017

El Mangusta 165 S Black Legend se estrena en Marina Ibiza

distribuidor Michl Marine para Overmarine Group en Baleares.

Para el equipo de Overmarine se trata de la duodécima unidad que produce de este modelo de lujo en los últimos años y la tercera versión de la serie Evolution. Una embarcación de 50 metros de eslora única en su segmento que puede navegar a **35 nudos sin estridencias y con un desplazamiento de 300 toneladas.**

Un resultado que ha sido posible debido a la técnica de diseño y construcción del casco y la instalación de **4 motores Rolls Royce 2600 HP MTU 16V2000M94 y cuatro estabilizadores de última generación.** Además, desarrolla una tecnología de mayor eficacia en el consumo con respecto a las anteriores unidades. Esto también se debe a la eficacia del sistema de estabilización **que optimiza la navegación en todas las condiciones especialmente a baja velocidad.**



Por lo tanto, el armador y los invitados pueden disfrutar de una velocidad mínima de 8-10 nudos con total comodidad.

Este modelo Mangusta 165 se caracteriza por las líneas inconfundibles y deportivas que son un auténtico icono de la marca. **Reúne las recientes alteraciones estéticas y estructurales introducidas para la serie Evolution,** entre las que destaca la nueva forma del acristalamiento de la cubierta principal: la ventana lateral única y las tres claraboyas grandes de la cubierta principal permiten una gran cantidad de luz natural en interiores y garantizar un diálogo ininterrumpido con el exterior.

Hay que destacar también un *flybridge* extendido, donde la sección final de la popa cuenta con un nuevo diseño y una parrilla de acero inoxidable que le da un mayorempuje dinámico y un impacto estético más fuerte cuando se considera en su conjunto. Sin embargo, la **característica inusual de esta nueva unidad es el hecho de que el casco y la superestructura son de color negro con detalles rojos,** incluyendo el logotipo del yate, diseñado junto por el propietario.



<http://www.expansion.com/nauta360/yates-lujo/2017/09/11/59b64b6546163f002a8b4655.html>



LO MÁS LEÍDO

1. EL PORSCHE GTT 115 QUE CORTA LAS OLAS
2. 'LOS MONOCASCOS TAMBIÉN TIENEN DERECHO A VOLAR'
3. MINI TRANSAT, LA GRAN ODISEA DE LAS 'CÁSCARAS DE NUEZ'
4. ZODIAC OPEN 7, EL 'SUV' DE LAS NUEVAS LANCHAS
5. UN PASEO DE 360º POR LOS YATES DEL MONACO BOAT SHOW

BALSA SALVAVIDAS MODELO IBIZA PARA 10 PERSONAS DESDE 2.585 EUROS

4/10/2017

El Mangusta 165 S Black Legend se estrena en Marina Ibiza



Esta elección de diseño mejora aún más la deportividad del yate y anticipa el rendimiento de esta joya de los mares fruto de la experiencia incomparable del grupo Overmarine.

Al igual que con todos los yates Mangusta, en este nuevo 165 también, los **interiores han sido diseñados y producidos a medida para satisfacer todos y cada uno de los deseos de su propietario**, experimentado y apasionado.

TAGS

YATES DE LUJO

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TE RECOMENDAMOS



CATALUÑA: LA AMENAZA ES SÁNCHEZ, MÁS QUE...

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il Giornale.it giorn-di-bordo

La parata delle flotte grandi marchi

E i costruttori italiani consolidano il primato mondiale negli over 24 metri

Redazione - Mar, 12/09/2017 - 06:00

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Grandi marchi italiani in vetrina al Vieux Port di Cannes. Per ragioni di spazio ne citiamo soltanto alcuni e, in particolare, le novità più significative della nuova stagione.

AZIMUT-BENETTI

Nella flotta del gruppo di Avigliana, che fa capo alla famiglia Vitelli, i riflettori sono puntati sul 35 metri Azimut Grande, nuova ammiraglia della collezione Grande. Segue Azimut Grande 27 metri che rappresenta un'ulteriore evoluzione dei modelli di taglia media. Quindi Azimut S7, un 21 metri affascinante e sportivo. Il modello è disponibile nelle versioni coupé e sportfly, dotate entrambe di tre propulsioni Volvo Ips 1.050, e Azimut 60, nuova versione del classic best-seller della collezione Flybridge. Infine ci sarà anche il nuovo Benetti Veloce 140' Willow.

BAGLIETTO

Il Gabbiano presenta «Andiamo», il nuovo 48 metri sotto i 500 grt che si caratterizza per i grandi volumi sia delle aree interne sia delle aree esterne, come il ponte-sole di 140 metri quadrati. C'è anche «Ridoc», primo modello di MV19 (19,50 metri) ispirato ai Mas dei due conflitti mondiali.

FERRETTI GROUP

Debutto ufficiale per il nuovo flybridge Ferretti Yachts 920 (28,50 metri) firmato dallo studio Zuccon International Project. A Cannes, tuttavia, è presente la flotta del gruppo al completo, tra cui nove unità a marchio Riva: Iseo, Aquariva Super, Rivamare Virtus, 76' Perseo, 76' Bahamas, 88' Domino Super, 56' Rivale e da Riva 100' Corsaro, tutti firmati Officina Italiana Design.

OVERMARINE

Il gruppo che fa capo alla famiglia Balducci, espone due modelli: Mangusta Oceano 42 e Mangusta 110. Nello sviluppo della linea Mangusta Oceano si ritrovano gli stessi contenuti tecnici adottati sulle imbarcazioni ad alte prestazioni (mirati anche al comfort di bordo) e gli stessi concetti di bilanciamento degli spazi aperti e dei volumi interni.

Speciale: Giorn-di-bordo

16/10/2017

Mangusta 165 "Da Vinci" | REVISTA MARES

Mangusta 165 "Da Vinci"

El Renacimiento del ingenio

13-septiembre-2017

El astillero italiano Overmarine ha empleado casi dos años, numeroso personal experimentado, la más moderna tecnología y toda su experiencia para poder poner en el agua el nuevo "Da Vinci", unidad número once de su modelo Mangusta 165



Los dos aspectos en los que este Mangusta 165 destaca frente a otros megayates de eslora similar son el espacio disponible y sus prestaciones. En cuestión de espacio, cabe decir que el "Da Vinci" es comparable a un yate del mismo tamaño, pero de 3 cubiertas. Y con respecto a sus prestaciones, el astillero italiano afirma que este Mangusta es el yate de esta eslora más rápido del mundo de los contruidos en serie ya que, a pesar de sus 165 pies y su desplazamiento, llega a alcanzar una velocidad superior a 35 nudos, todo ello con cero vibraciones y bajísimos niveles de rumorosidad. Otro dato a tener en cuenta es su autonomía, que se sitúa en torno a las 600 millas náuticas gracias a los 40.000 litros que almacenan sus tanques de combustible.

16/10/2017

Mangusta 165 "Da Vinci" | REVISTA MARES



Tanto la superestructura de este superyate semicustom como su casco de planeo se han construido en GRP. Éste ha sido además dotado de cuatro estabilizadores Seakeeper que reducen los niveles de consumo considerablemente y optimizan la navegación en todas las condiciones, especialmente a velocidades bajas, haciendo posible la navegación en modo desplazamiento a velocidades más baja, de 8 a 10 nudos, y aumentando considerablemente la estabilidad cuando el Mangusta 165 se encuentra fondeado y amarrado.



Últimas tendencias

Pero este Mangusta 165 no solo destaca por los aspectos puramente técnicos sino también por su apariencia, por sus líneas agresivas y deportivas que transmiten sensación de fuerza. En ellas también encontramos las últimas tendencias estéticas y estructurales introducidas por el astillero en otros modelos de su serie "Evolution", relativas sobre todo a los nuevos acristalamientos y a la presencia de un flybridge alargado por popa, que en cierta forma evoca un diseño propio del automovilismo.

16/10/2017

Mangusta 165 "Da Vinci" | REVISTA MARES



Alma sofisticada

Cómo todos los yates de Mangusta, la distribución y la decoración de los interiores del "Da Vinci" han sido personalizados para adaptarse en la medida de lo posible a los requerimientos de sus propietarios. Esta importante misión ha sido encomendada a la interiorista Maxine Tissenbaum, que ya había colaborado en otras ocasiones con el astillero italiano. Los puntos fundamentales en los que ha incidido la diseñadora canadiense han sido: los materiales de altísima calidad y difieren en los distintos ambientes; la atención prestada a los detalles; y su "alma" realmente sofisticada. No cabe duda de que el "Da Vinci" ofrece la comodidad y el lujo que requieren sus invitados, los cuales pueden disfrutar de numerosas áreas privadas y sociales tanto interiores como exteriores. Los materiales elegidos son esencialmente madera natural en diferentes tonos de gris para el piso y tonos similares para las paredes y los muebles, así como exquisito mármol y metales pulidos.



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16/10/2017

Mangusta 165 "Da Vinci" | REVISTA MARES



El puesto de gobierno, más a proa, cuenta con un gran acristalamiento en el techo diseñado especialmente para esta línea, mientras que para la consola se ha empleado fibra de carbono y piel. Madera, piel, carbono componen interesantes contrastes y armonías gracias al juego de colores y materiales. Como era de esperar, el puente de mandos equipa los controles de última generación de motores los MTU, además de la tecnología Rolls Royce/Kamewa waterjets y de los cuatro estabilizadores Seakeeper, algo muy apropiado en un superyate de alto rendimiento, fácilmente maniobrable y manejable.

La escalera central que conecta la zona social con la cubierta de descanso, ofrece un fuerte impacto visual con líneas horizontales y verticales en madera en color negro ceniza y los paneles cerrados en piel gris y nacarado. Ya en la cubierta inferior, el "Da Vinci" ofrece alojamiento a 12 invitados, distribuidos en 6 camarotes, incluyendo una suite principal para el armador, un camarote VIP, dos cabinas dobles, una cabina con dos camas y una con literas. Una escalera separada da acceso al área de servicio, donde se ha instalado la cocina, totalmente equipada con electrodomésticos de la línea profesional de la marca alemana Miele y que incluye, refrigerador, congelador y lavavajillas. Esta escalera también da acceso a un área para la tripulación, con su comedor, una cabina para el capitán y cuatro cabinas para la tripulación, pues este Mangusta 165 es capaz de albergar hasta 6 tripulantes a bordo, algo usual en un superyate de esta eslora.



Áreas exteriores sorprendentes

Experimentar el mar al máximo con amigos y la familia y poder hacerlo de una manera versátil, teniendo la posibilidad de acceder a las distintas áreas disponibles para relajarse. Éste es un aspecto que siempre ha cuidado mucho el astillero italiano Overmarine y el "Da Vinci" no es una excepción. Para comenzar, su amplia bañera cuenta con un segundo comedor exterior que con capacidad para hasta 12 comensales bajo la protección del voladizo del fly. Tras esta amplia dinette se ha conformado una generosa zona de estar que cuenta con tres amplios sofás. Más a popa, un gran solárium deja libre dos accesos escalonados que dan paso a la generosa plataforma de baño. En proa, tras un inmenso solárium se ha creado un pequeño spa, con jacuzzi y zona de asiento. Toda esta zona puede quedar protegida del sol con un gran toldo. Pero los espacios desarrollados para disfrutar al máximo de la vida al aire libre no acaban ahí. El gran flybridge del "Da Vinci" brinda un amplio y despejado espacio, con solárium, zona de asiento, dinette, una barra sorprendente y el segundo puesto de gobierno, que queda perfectamente protegido por el parabrisas. De modo que no nos equivocamos al afirmar que a bordo del "Da Vinci" hay lujo, pasión y tecnología a partes iguales.

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Mangusta 165 "Da Vinci" | REVISTA MARES



The Italian shipyard Overmarine has spent almost two years and used numerous experienced staff, the most modern technology and all its experience to put in the sea the new "Da Vinci", the eleventh unit of its Mangusta 165 model.

The two aspects in which this Mangusta 165 stands out from other mega-yachts of similar length are the available space and its benefits. In a matter of space, it is possible to say that the "Da Vinci" is comparable to a yacht of the same size, but of 3 decks. And with regard to its performance, the Italian shipyard says that this Mangusta is the fastest yacht of the world of such length and of the series-produced ones because, despite its 165 feet and its displacement, it reaches a speed of more than 35 knots, all that with zero vibrations and very low-noise levels. Another point to consider is its autonomy, which is situated around 600 nautical miles thanks to the 40,000 litres that are stored in its fuel tanks.

Both the superstructure of this semicustom superyacht and its gliding hull have been built in GRP. It has also been equipped with four Seakeeper stabilizers which considerably reduce consumption levels and optimize navigation in all conditions, especially at low speeds, making possible navigation in shift mode at lower speeds, from 8 to 10 knots, and increasing stability when the Mangusta 165 is anchored and moored.

High sophistication

But this Mangusta 165 stands out, not only in the purely technical aspects, but also for its appearance, for its aggressive and sporty lines that convey a sense of strength. We also find in them the latest aesthetic and structural tendencies introduced by the shipyard in other models of its "Evolution" series, relating in particular to the new glazing and the presence of an elongated flybridge aft, which, in a way, evokes a design typical of the motor racing.

Sophisticated soul

As all Mangusta yachts, the distribution and decoration of the interiors of the "Da Vinci" have been customized to adapt as far as possible to the requirements of their owners. This important mission has been entrusted to the interior designer Maxine Tissenbaum, who had already collaborated on other occasions with the Italian shipyard. The fundamental points that have influenced the Canadian designer have been: the materials of the highest quality that differ in the different environments; attention to detail and its really sophisticated "soul". There is no doubt that the "Da Vinci" offers the comfort and luxury that its guests require, who can enjoy numerous private and social areas both indoors and outdoors. The materials chosen are essentially natural wood in different shades of grey for the floor and similar shades for the walls and furniture as well as exquisite marble and polished metals. Among all the furniture, we will highlight two large wooden and black glass pantries that flank both sides of the entrance, as well as the "mosaic" made as a puzzle with different types of marble (black zebrino, blue palissandro and Marquina black). We also find in this area the bar with high bar stools, an ample bar in black zebrino marble and a functional bottle rack installed behind it. It is arranged on the wall and presents a practical system that allows the user to easily access each bottle. When it isn't in use, everything is hidden, just like the large television screen that is hidden in the ceiling. The dining room, on its part, has a large Marquina marble table with capacity for 12 people. Then, the living room, conceived as a meeting space and for conversation, has a large sofa. In this area, the presence of some pieces of circular furniture is emphasized and gives a very personal touch to the environment. A little further forward, the panel that separates the salon and the government seat has been conceived as a work of art itself, as evidenced by the doors coated with valuable Stingray leather in different shades of blue. The wheelhouse, situated close to the bow, has a large glazing at the roof, especially designed for this line, while fibre and leather have been used for the console. Wood, leather and carbon create an interesting contrast and harmony, thanks to the combination of colours and materials. As expected, the navigation is equipped with the latest MTU engines, as well as the Rolls Royce / Kamewa waterjets technology of the four Seakeeper stabilizers, something very appropriate in a high performance superyacht, easily manoeuvrable and manageable. The central staircase that connects the social area with the resting deck offers a strong visual impact with horizontal and vertical lines in black-ash wood and the panels closed in grey and pearly leather. On the lower deck, the "Da Vinci" offers accommodation for 12 guests, distributed in 6 cabins, including a master suite for the owner, a VIP cabin, two double cabins, a cabin with two beds and one with bunk beds. A separate staircase gives access to the service area, where the kitchen has been installed, fully equipped with appliances of the German Miele brand and it includes refrigerator, freezer and dishwasher. This staircase also gives access to a crew area,

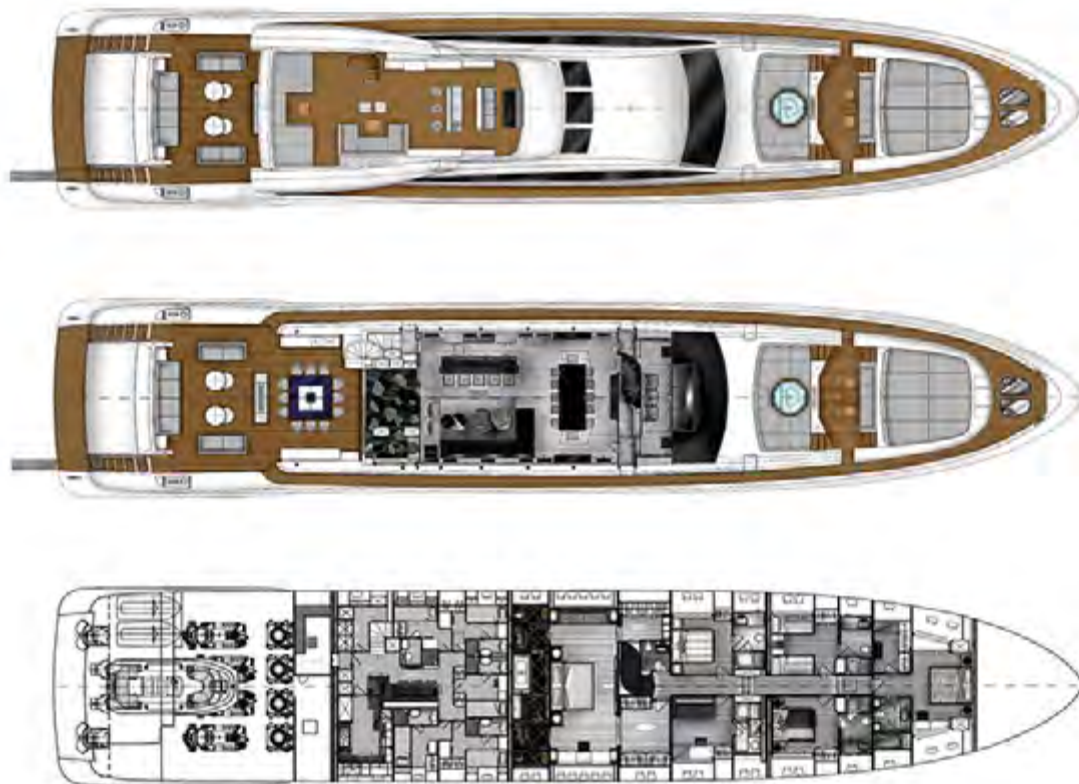
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Mangusta 165 "Da Vinci" | REVISTA MARES

with its dining room, a cabin for the captain and four crew cabins, as this Mangusta 165 can accommodate up to 6 crew members on board, something unusual in a superyacht of this length.

Amazing outdoor areas

Experiencing the sea to the maximum with friends and family and being able to do it in a versatile way, having the possibility of accessing the different available areas to relax. This is an aspect that has always been taken great care of by the Italian shipyard Overmarine and the "Da Vinci" is no exception. To begin with, its large bathtub has a second outdoor dining room that can accommodate up to 12 guests under the protection of the fly cantilever. Behind this large dinette, an ample living area has been formed and it has three large sofas. Close to the stern, a large solarium leaves two stepped accesses free which give way to the ample bathing platform. On the prow, behind a huge solarium a small spa has been created, with a jacuzzi and a seating area. This entire area can be protected from the sun with a large canopy. But the spaces developed to enjoy the best of outdoor life don't end there. The large flybridge of the "Da Vinci" offers a wide and clear space, with solarium, seating area, dinette, an amazing bar and the second government seat, which is perfectly protected by the windscreen. So we are not wrong when we say that aboard the "Da Vinci" there is luxury, passion and technology in equal parts.



Eslora total | length overall: 49,9 m

Manga | beam: 9,2 m

Calado máx. | max draft: 1,9 m

Desplazamiento total | displacement at full load: 285 t

Desplazamiento media carga | half load displacement: 265 t

Capacidad de combustible | fuel capacity: 40.000 l

Capacidad de agua | water capacity: 4.000

Motorización principal | main engines power:

4 x MTU 16v 2.000 M94 1939 kw

Tranmisión | transmission: kamewa 2 x 71 s4 + 2 x 71 b4

Estabilizadores | stabilizers: 4 x seakeeper 35

Velocidad máx. | max speed: 37 nudos

Autonomía a velocidad de crucero | range at cruising speed:

(20 knots) 900 nm

Diseño exterior | Exteriors: Stefano Righini

Diseño interior | interiors: Maxine Tissenbaum

Constructor: Overmarine Group – www.overmarine.it

Importador: Michl Marine – www.michlmarine.com/es

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(<https://www.addtoany.com/share?url=http%3A%2F%2Fwww.revistamares.com%2Fmangusta-165-da-vinci%2F&title=Mangusta%20165%20%E2%80%99Da%20Vinci%27>)

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4/10/2017

165 S Black Legend, el espectacular yate que Mangusta presentará en el Monaco Yacht Show - elEconomista.es

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Espectacular yate de 80 metros de eslora y lujos infinitos

El astillero italiano Mangusta ha publicado las imágenes de la embarcación de recreo que se presentará en la próxima edición del Monaco Yacht Show, una de los eventos más destacados del sector náutico. Se trata del 165 S Black Legend, un yate de 50 metros de eslora que puede navegar a una velocidad de 35 nudos.

Esta embarcación destaca por su diseño deportivo propio de la casa italianas. Y por la forma en que ha sido acristalada la cubierta principal con un ventanal completo en los laterales y

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165 S Black Legend, el espectacular yate que Mangusta presentará en el Monaco Yacht Show - elEconomista.es

tres tragaluzes en la cubierta principal que aseguran una entrada masiva de luz natural y un contacto fluido con el exterior.

Este último modelo del astillero Mangusta se encuadra dentro de la serie Evolution, caracterizada por unas líneas modernas y deportivas. Ha sido diseñada para alojar hasta 10 huéspedes en cinco suites y también cuenta con espacio suficiente para un equipo de tripulación de cuatro personas.

Respecto a la dotación técnica, este yate cuenta con cuatro motores diesel de 2.600 CV que permiten alcanzar una velocidad máxima de 48 nudos y de 35 a velocidad de crucero. Presenta unos tanques de combustible de 40.000 litros que aseguran una autonomía máxima de 691 millas náuticas a 35 nudos. Además, sus tanques de agua pueden almacenar hasta unos 40.000 litros de agua dulce.





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Sunday Superyacht Video: Da Vinci, Mangusta 165

📅 SEPTEMBER 17, 2017 ([HTTPS://MEGAYACHTNEWS.COM/2017/09/SUNDAY-SUPERYACHT-VIDEO-DA-VINCI-MANGUSTA-165/](https://megayachtnews.com/2017/09/sunday-superyacht-video-da-vinci-mangusta-165/))
 👤 MARIE CULLEN ([HTTPS://MEGAYACHTNEWS.COM/AUTHOR/MARIE-CULLEN/](https://megayachtnews.com/author/marie-cullen/))

Packing 10,400 hp, *Da Vinci* takes her owner and guests, including charter guests, where they want to go, quickly. Better yet, this Mangusta (<http://www.mangustayachts.com/en/>) 165, the 11th in the series, indulges them in serene spaces to take the weight of the working world off their shoulders.

Like the 165s that came before her, *Da Vinci* shows off sporty, sculpted, even muscular lines. Even the grillwork on the aft end of the flying bridge adds to her aesthetic appeal. Mangustas are made by Italy's Overmarine Group, a builder which never misses an opportunity to add style where there typically is none.

As a maxi open design, the Mangusta 165 also doesn't miss an opportunity to maximize alfresco space. From the long aft deck to the extended flying bridge, guests can lounge, sun, sip, and generally enjoy each other's company. One particularly welcoming spot aboard *Da Vinci* is the bow seating area. It has a hot tub, surrounded, of course, by sunpads.

However, if it's off-the-yacht fun you seek, *Da Vinci* delivers. Her tender garage is toy central. A pair of PWCs, plus kayaks, paddleboards, and SeaBobs are all on hand.

Inside this semi-custom megayacht, the owner and interior designer Maxine Tissenbaum leave no doubt you're onboard a luxury yacht. A bar spanning the port side of the saloon is covered in black Zebrino marble. More black Zebrino marble combines with two additional marbles in the entryway from the aft deck. They're Blue Palissandro and black and white Marquina. As you'll see in the video, they set quite the scene.

You'll also see the serenity of the staterooms, from the master suite to two of the three guest cabins. As for that third cabin, it's a smile-inducing bunks room, with pops of blue and black.

To take even longer looks at each of *Da Vinci*'s spaces, see our photo gallery (<https://megayachtnews.com/2017/07/mangusta-165-da-vinci/>).



Related



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Cannes Yachting Festival :: Журнал о яхтах и катерах



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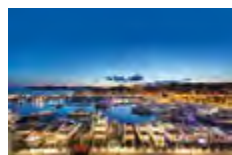
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Анонс: Cannes Yachting Festival

Текст Дмитрий Киселев

Yachting представляет традиционный обзор новинок предстоящих международных яхтенных выставок на Лазурном берегу. Первыми гостей и крупнейших ньюсмейкеров индустрии примут Канн, где 12–17 сентября пройдет Cannes Yachting Festival



Каннский яхтенный фестиваль в 2017 году отмечает 40-летний юбилей. С 12 по 17 сентября в Старом порту и порту Пьер-Канто около 500 участников представят более 600 яхт и катеров, а также все необходимое для отдыха на воде, товары и услуги премиального сегмента и разнообразные активности. Гости смогут увидеть более 100 мировых премьер от ведущих яхтенных верфей, а также обширную экспозицию брокерских и чартерных яхт в порту Пьер-Канто. В очередной раз пройдет и полюбившийся гостям и участникам выставки парад подок Concours d'Elegance, по итогам которого выберут самые элитные катер и экипаж.

MANGUSTA



Итальянская верфь Overmarine станет одним из хедлайнеров Каннского фестиваля яхт. Компания продемонстрирует на выставке две яхты, представляющие два актуальных направления развития ее флотилии: быстроходные глассирующие яхты (Mangusta Open 110) и водоизмещающие суда с повышенной дальностью хода (Mangusta Oceano 42). В этом же номере журнала читайте подробный рассказ о втором корпусе Mangusta Oceano 43, яхте Unasola.

OCEANEMO



Компания Oceanemo, специализирующаяся на экспедиционных яхтах, презентует в Каннах проект эксплорера Oceanemo 55. Он представляет собой 55-метровое спортивно-утилитарное судно (Sport Utility Yacht) с четырьмя палубами, роскошным интерьером и просторной грузовой платформой в кормовой части, где будут храниться тендеры, подводная лодка, амфибия и другое оснащение для экспедиций. Концепт разработан дизайнером Фьюльвио де Симони, одним из создателей быстроходных яхт Pershing и суперяхт Wider.

ARCADIA



Молодая итальянская верфь Arcadia Yachts, ворвавшаяся на рынок с яхтами оригинального дизайна, в котором существенную роль играют энергосберегающие технологии, продолжает расширять свой флот. На выставке в Каннах она покажет сразу 4 яхты и представит новую линейку Arcadia 130, которую спроектировала студия HotLab. Среди новинок верфи – моторная яхта Arcadia 85S с более эффективными солнечными батареями (на 40% мощнее стандартных).

TURQUOISE



Турецкая верфь, ранее известная как Proteksan Turquoise, недавно была приобретена владельцем Oceano Мохаммедом Аль-Барвани. Одним из результатов вливания свежей крови стала суперяхта Razan, представляющая новое поколение судов турецкого бренда. Дизайн 47-метровой яхты выполнен авторитетным бюро H2 Yacht Design и впечатляет сдержанной роскошью и утонченностью. На борту есть спортзал и пляжный клуб, а все каюты оснащены дополнительными откидывающимися кроватями для детей.

FERRETTI



Одну из самых обширных экспозиций на выставке, как всегда, представит Ferretti Group. Гости увидят практически весь модельный ряд Ferretti и других брендов группы. В центре внимания – две мировые премьеры флайбриджных яхт Ferretti 780 и 920. Ferretti 780 при длине 23,76 м сможет поспорить по простору с более крупными подками. У нее огромный флайбридж с местом для гидроцикла и кран-балки, просторная зона отдыха в носовой части, скрытая в корме откидная зона отдыха с шезлонгами, бимини и водораспылителем, а также нишами для двух Seabob. Не менее интересна и Ferretti 920 (фото 5), у которой откидывающаяся кормовая платформа с опускающимся ниже уровня воды люком образует пляжный клуб.

NUMARINE



На Каннском яхтенном фестивале состоится европейская премьера флайбриджного круизера Numarine 62 Fly. Яхта длиной 19 м разработана Каном Ялманом и Умберто Тальявини и располагает тремя каютами с отдельными ванными комнатами, в том числе мастер-каютой во всю ширину корпуса. Новинка – первая яхта Numarine, на которой абсолютно все освещение светодиодное. Судно оборудовано приводами Volvo IPS и способно развивать максимальную скорость свыше 30 узлов.

il Giornale.it **giorn-di-bordo**

A Montecarlo i megayacht dell'armata di mare italiana

Il Monaco Yacht Show chiude la prima parte dei saloni d'autunno. Ecco alcune delle novità dei grandi marchi

Redazione - Gio, 21/09/2017 - 06:00

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Mi piace 0

Ma come fanno i marinai... Senza respiro: Cannes, Genova da oggi (fino al 26) e dal 27 Montecarlo. Impietoso il calendario dei saloni nautici d'autunno. Il Monaco Yacht Show (27-30 settembre) sta per dare il benvenuto a oltre 120 superyacht ormeggiati a Port Hércole. Da anni il Principato accende i fari sulle ultime tendenze dell'architettura navale, compresa una selezione di tender, gadget e accessori tecnologici legati all'universo della nautica. E come per Cannes e Genova, ricchi armatori e semplici appassionati attendono i gioielli dell'«armata di mare» italiana: Azimut-Benetti, Baglietto, Ferretti, Monte Carlo Yachts, Overmarine, Sanlorenzo. E altri ancora.

Azimut-Benetti È Azimut Grande 35 metri la punta di diamante del gruppo di Avigliana: da Cannes direttamente a Montecarlo. Ma ci sarà anche Benetti Seasense, superyacht full custom di 67 metri con scafo in acciaio e sovrastruttura in alluminio.

Baglietto Il marchio del Gabbiano presenta «Andiamo», 48 metri dislocante in acciaio e alluminio varato lo scorso giugno per un armatore messicano.

Ferretti Dopo la superflotta di Cannes, il gruppo presenta il 74 metri di Crn «Cloud 9», Navetta 33 di Custom Line e Pershing 108.

Isa Yachts Il marchio (parte del gruppo Palumbo) schiera il nuovo Isa Sport 120 «Clorinda», la «gemma verde» del brand.

Gruppo Overmarine In banchina a Monaco ci sarà «Mangusta 165 E». È la terza nave della serie realizzata e destinata al mercato americano negli ultimi tre anni. Ultima arrivata, sarà un successo come per le sue «sorelle».

Monte Carlo Yachts Nel Principato, il cantiere di Carla Demaria si presenta con Mcy 105' e con il nuovo gioiello di 30 metri, Mcy 96' (firmato, come gli altri, da Nuvolari e Lenard) il cui debutto internazionale è avvenuto al Cannes Yachting Festival.

Perini Navi Fresco di varo, ci sarà «Seven», veliero di 60 metri varato il 5 agosto scorso per un armatore italiano. Sarà la regina tra le regine della vela di Port Hércole.

Sanlorenzo Quattro i superyacht in vetrina: 52Steel, 460Exp, SL118 e SD126. Riflettori sul 460Exp (42,2 metri), imbarcazione di tipologia expedition vessel.



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Sexy and glamour

29 settembre 2017 | di Marta Gasparini



Nato per lunghe e veloci navigazioni, il nuovo Mangusta 165, quasi 50 metri di lunghezza, linee filanti e sportive, è unico per stile, comfort e prestazioni. Gli interni sono di una star dell'interior design: Maxine Tissenbaum

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Creare quello che non esiste, attingere dall'importante know how del cantiere del gruppo Overmarine per proporre uno yacht unico per prestazioni, comfort e stile. È questo il Mangusta 165, open italiano per eccellenza, con volumi paragonabili solo a imbarcazioni delle stesse dimensioni, ma a tre ponti, un bilanciamento ottimale tra interni ed esterni, una vivibilità tutta da scoprire e un design particolare e aggressivo, che già esteriormente preannuncia la sua indole grintosa.

Da Vinci, questo il nome scelto dall'armatore, porta la firma di Stefano Righini che ha lavorato in stretta collaborazione con il cantiere, mentre gli interni sono della canadese **Maxine Tissenbaum** alla sua seconda con il team Mangusta e alla quale è stato affidato il compito di plasmarne l'anima: «Quando ho pensato al progetto,

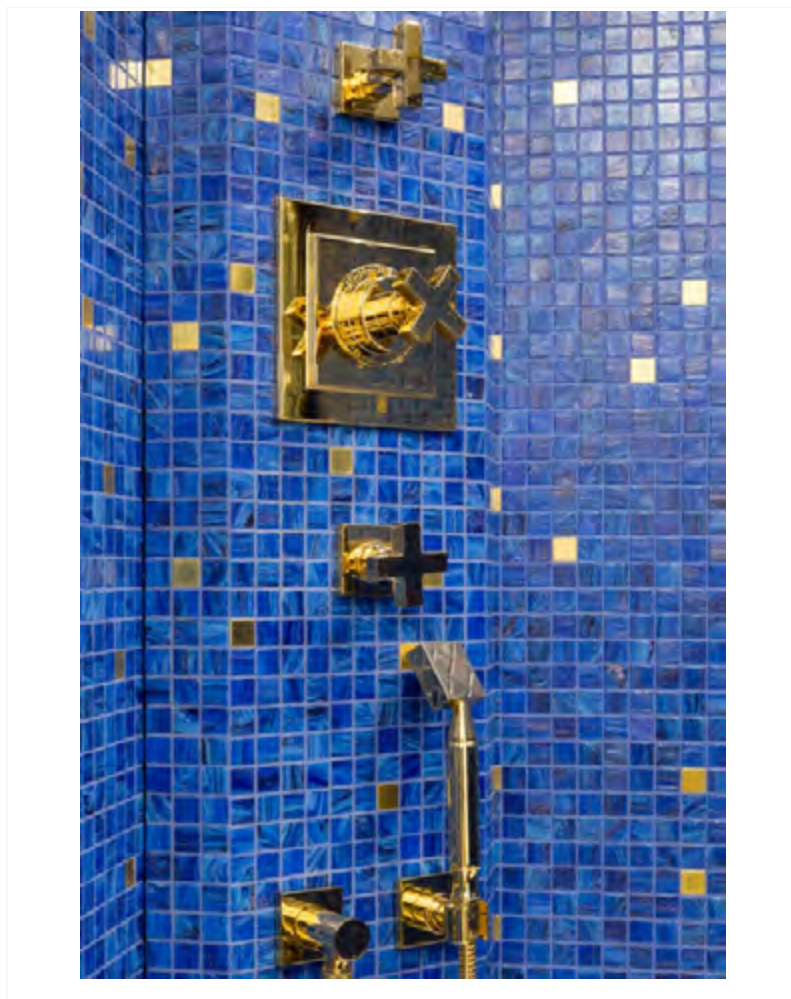
volevo realizzare la visione del mio cliente interpretando la forza della sua personalità e nel contempo creare anche un rifugio da una vita frenetica. Così ho fatto in modo che Da Vinci risultasse glamour e sexy, ma anche accogliente e pieno di gioia di vivere. Pronto per navigazioni in alto mare e con un angolo tranquillo per lavorare e rilassarsi. In sintesi, uno yacht tagliato su misura con gli elementi di una casa sofisticata».



Comfort e performance

Lungo 49,90 metri per un baglio massimo di 9,20, il Mangusta 165, grazie al lavoro di sintesi e ricerca dal quale è nato, è l'espressione della filosofia Overmarine: siamo davanti a una nuova declinazione del termine performance. Non più riferito solo alle prestazioni, ma anche al comfort in tutti i suoi aspetti, dall'assenza di vibrazioni alle scelte ergonomiche, dall'isolamento acustico all'impiego di materiali di pregio. Per vivere il comfort, l'invito è a bordo. Entrando nel living scopriamo un mondo di specchi e riflessi. Ai lati due armadi, in legno nero e vetro retro laccato nero, riflettono i motivi del pavimento realizzato in tre tipi di marmo, Zebrino nero, Palissandro bluette e Marquina crème, e formano un grande puzzle artistico composto da tessere diverse.

La scelta è tra una sosta seduti al bancone del bar o nel living, dove un divano ad angolo e poltrone dalle forme circolari invogliano alla conversazione o alla lettura, tra velluti, sete e soffici tappeti. È ora il momento di una cena nella zona pranzo, seduti intorno al grande tavolo rettangolare in marmo venato. Tre skylight, che si aprono sul cielino, creano un dialogo continuo tra interni ed esterni. Un quadro realizzato con numerosi piccoli specchi è il protagonista della parete che separa il salone dalla timoneria.



Equilibrio negli interni



Il layout interno, risultato di un'attenta divisione tra gli spazi dedicati agli ospiti e all'equipaggio, oltre alle parti comuni prevede la zona notte sul ponte inferiore. La suite armatoriale, a tutto baglio a centro barca, è giocata sul contrasto bianco-nero

dei materiali: pelli, tessuti e marmi. Zona ufficio, salottino, cabina armadio e sala da bagno per lui e per lei con doccia passante completano l'appartamento. Sul corridoio si aprono a destra uno spazio relax/studio (trasformabile in una quinta ospiti supplementare) e altre quattro lussuose cabine con bagno dedicato. Particolare la scelta per quella di sinistra con due letti a castello. Per gli ospiti d'onore la Vip, a estrema prua, è decorata con pareti laccate bianche perlate e la testata del letto è formata da rettangoli rivestiti in pelle grigia. Una scala dedicata conduce all'area servizi dove si trovano cucina, frigoriferi, lavanderia, area equipaggio, composta da dinette, cabina comandante, quattro alloggi crew e tramite porta stagna si arriva direttamente alla sala macchine. La cucina è stata progettata secondo i dettami dello chef di bordo che sapeva esattamente cosa voleva: elettrodomestici e corredo professionale per preparare piatti ricercati.

Esterni: filosofia open

Negli spazi esterni il Mangusta 165 esprime il meglio della filosofia open. Dal pozzetto di poppa fino a prua con la Jacuzzi, incoronata da un prendisole circolare, con zone ombreggiate per godersi il fresco. Tutto è stato studiato affinché la vita all'aria aperta fosse scandita da momenti in totale comfort. Così sul fly, che ospita la seconda timoneria nascosta da un mobile bar e ancora tavolo, divano e zona sole.



Prestazioni e comfort di bordo



Infine, un occhio alle prestazioni: la velocità massima supera i 35 nodi e Da Vinci scivola sull'acqua morbido, senza rumore e vibrazioni. L'installazione di quattro Mtu da 2.600 cv, quattro idrogetti Rolls Royce / KameWa NP e altrettanti stabilizzatori Seakeeper permette performance importanti, ma con consumi contenuti. Questo anche grazie all'efficacia del sistema di stabilizzazione, che ottimizza la navigazione in ogni condizione, soprattutto a basse velocità. Un vantaggio che rende possibile utilizzare lo yacht anche in regime dislocante, alla velocità minima di 8-10 nodi, in grande comfort.

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RAZAN

The first yacht in Turquoise's new generation fleet – and the first hull out of the Turkish yard's sheds since *Iliria* in 2013 – Razan's highlights include sprawling deck spaces, a spectacular beach club and a globe-trotting cruising range of 4,200nm.



Design



Details

Length 29.26m

Shipyard

Monte Carlo Yachts

Exterior/interior design

Nuvolari Lenard

MCY96

Nuvolari Lenard's exterior curves and stylish portholes offset some equally easy-on-the-eye living spaces, including an open plan saloon wrapped in wall to wall, full height windows and a full beam owner's suite with a massive skylight.

BLACK LEGEND

A black hull with scarlet details hints at the 35 knot top speed of the 12th Mangusta 165. The GRP planing yacht boasts much lower fuel consumption than her predecessors and greater stabilisation, with four Seakeepers.

Details

Length 49.9m

Shipyard

Overmarine

Exterior/interior design

Overmarine



Details

Length 33m

Shipyard

Ferretti Custom Line

Exterior/interior design

Zuccon International Project

NAVETTA 33

The new tri-deck is attuned to the current trends for exploration and closeness to nature, featuring a 2,000nm range, a fold-down terrace in the main saloon and sliding windows that open the upper deck to the elements.



OCEAN'S FOUR

Sanlorenzo's third 460Exp was designed with lower bulwarks than her predecessors for better views out to sea from the main saloon. Another sensible feature is the vast tender storage space on the aft deck, suitable for carrying a submersible, sailing boat or seaplane.

Details

Length 42.2m

Shipyard

Sanlorenzo

Exterior/interior design

Francesco Paszkowski/

Citterio Viel

AD YACHT. PREVIEW

Carta d'identità

Cantiere *Overmarine Group*

Lunghezza 49,90 m

Larghezza 9,20 m

Materiale composito

Dislocamento 285 t a pieno carico

Posti 12 in 5 cabine

Motori 4 MTU 16V 2000 M94 con 2600

HP, 4 idrogetti Rolls-Royce/KameWa

NP e 4 stabilizzatori Seakeeper

Velocità massima 37 nodi

Autonomia 900 miglia a 20 nodi

Sofisticato sportivo

Mangusta 165E Da Vinci di OVERMARINE GROUP:

*lo yacht in vetroresina più veloce
al mondo è anche un campione di design,
tecnologia e ampiezza dei volumi interni.*



Considerazioni progettuali Interni d'autore e personalizzati

Maxine Tissenbaum, canadese, è tra i più apprezzati designer di interni navali. Dice: «Nel progettare il *Da Vinci* ho cercato di rappresentare la forte personalità dell'armatore, creando un'atmosfera glamour, ricercata, ma anche giocosa. Come una dimora sofisticata, dove intrattenersi con gli amici, rilassarsi, o ritagliarsi momenti di intimità».



SOGLIA PREZIOSA

Per l'accesso al salone, un'intarsio di marmi Zebrino nero, Palissandro bluette e Marquina di varie forme e dimensioni.

Sulla scia già tracciata dai precedenti modelli di cui ripropone le linee filanti e aggressive, icone della "flotta" *Mangusta, 165E Da Vinci* è il nuovo gioiello nato dall'esperienza dei cantieri Overmarine Group. Ci sono voluti quasi due anni di intenso lavoro per dare vita a un maxiopen di 50 metri unico per stile, comfort di bordo e prestazioni davvero al top. Basti dire, a tal proposito, che tocca i 37 nodi di velocità, un record assoluto tra gli yacht in composito. In pratica si vola sull'acqua, ma senza quasi accorgersene: rumorosità e vibrazioni sono infatti praticamente inesistenti, specie se paragonate a quelle avvertibili su altre imbarcazioni di pari classe. Dunque un supersportivo, ma con un'anima sofisticata, anche in virtù della possibilità di customizzare la compartimentazione e il design degli interni, come in ogni *Mangusta* d'altronde. A soddisfare le esigenze dell'armatore ci ha pensato l'estrosa interior designer canadese Maxine Tis-

senbaum, alla sua seconda esperienza con il cantiere viareggino. La designer ha impiegato con sagacia e gusto un'ampia gamma di materiali di pregio – legni al naturale, marmi preziosi, pelle, ottone satinato e brunito – e ha curato con meticolosità ogni dettaglio, per esempio l'inserito a mosaico color oro che corre lungo il lavello, il pavimento, fino alla parete della doccia del bagno armatore: il risultato è un'imbarcazione dall'anima unica e raffinata, tutta da vivere. A bordo del *Da Vinci* infatti c'è spazio per la convivialità così come per il relax o la privacy con aree dedicate studiate al millimetro, all'interno come en plein air. A livello di esterni, disegnati da Stefano Righini, segnaliamo l'ampio pozzetto di poppa con grande zona lounge protetta da una tenda-sole, separata, da un mobile centrale con tv a scomparsa, dalla zona dining comprensiva di tavolo per 12. A prua invece è previsto un lounge club mediterraneo con area prendisole e jacuzzi. □

Lusso & velocità. PAGINA PRECEDENTE: linee filanti e aggressive per *Mangusta 165E Da Vinci*, 50 metri open che supera 35 nodi di velocità.

IN ALTO: l'accesso al salone principale con lo scenografico pavimento marmoreo e, sulla sinistra, il bancone del bar. SOTTO DA SINISTRA: sala da bagno della zona ospiti con dettaglio in mosaico color oro. Le cabine, come tutti gli interni, sono giocate sul contrasto bianco e nero.



ONBOARD

The sumptuous elegance of *Da Vinci*'s forward lounge, including a jacuzzi, sunbeds and a dining table





OVERMARINE: MIY DA VINCI

Since its foundation by the Balducci family in 1985, Overmarine has become known for its dedication to investment in new technologies and innovative development. In its quest for progress it has expanded from its Viareggio base and acquired a facility near Pisa, where the Mangusta Oceano 42, Overmarine's first venture into steel hulls, was launched last year. This commitment pays great dividends throughout the fast and furious motor yachts of the Mangusta brand, of which *Da Vinci* is the latest example.

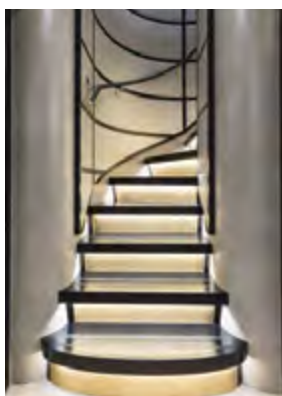
Delivered in March, the 50m open flybridge yacht, with four Rolls-Royce/Kamewa NP waterjets and four Seakeeper stabilisers, simply glides through the water and is capable of speeds in excess of 35kn, but with considerably lower fuel consumption than previous models in the Mangusta 165 range.

The 11th unit in the 165 series, the Mangusta 165E *Da Vinci* benefits from the recent aesthetic and structural alterations introduced for the E (Evolution) strand, including the new shape of the glazing, which gives the hull a masculine, sporty look, and the enlarged flybridge. The grating placed on both sides at stern gives the yacht a distinctive automotive design, but it is the elegant interior layout and decor by Canadian interior

ONBOARD

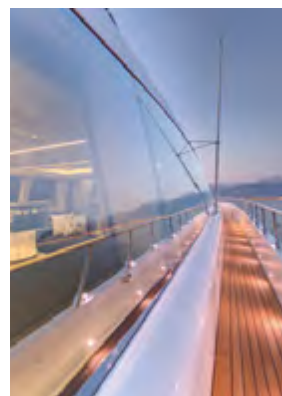


Speed and style: *Da Vinci* cuts through the water at over 35kn, while inside, the main staircase, below, epitomises the yacht's panache



KEY FACTS

- Length: 49.9m;
beam 9.2m
- Gross tonnage:
485 GT
- Range of
1,667km (900
nautical miles)
at 20kn



The stretched glazing of the lounge, a distinctive feature of *Da Vinci*

designer Maxine Tissenbaum that really takes the breath away.

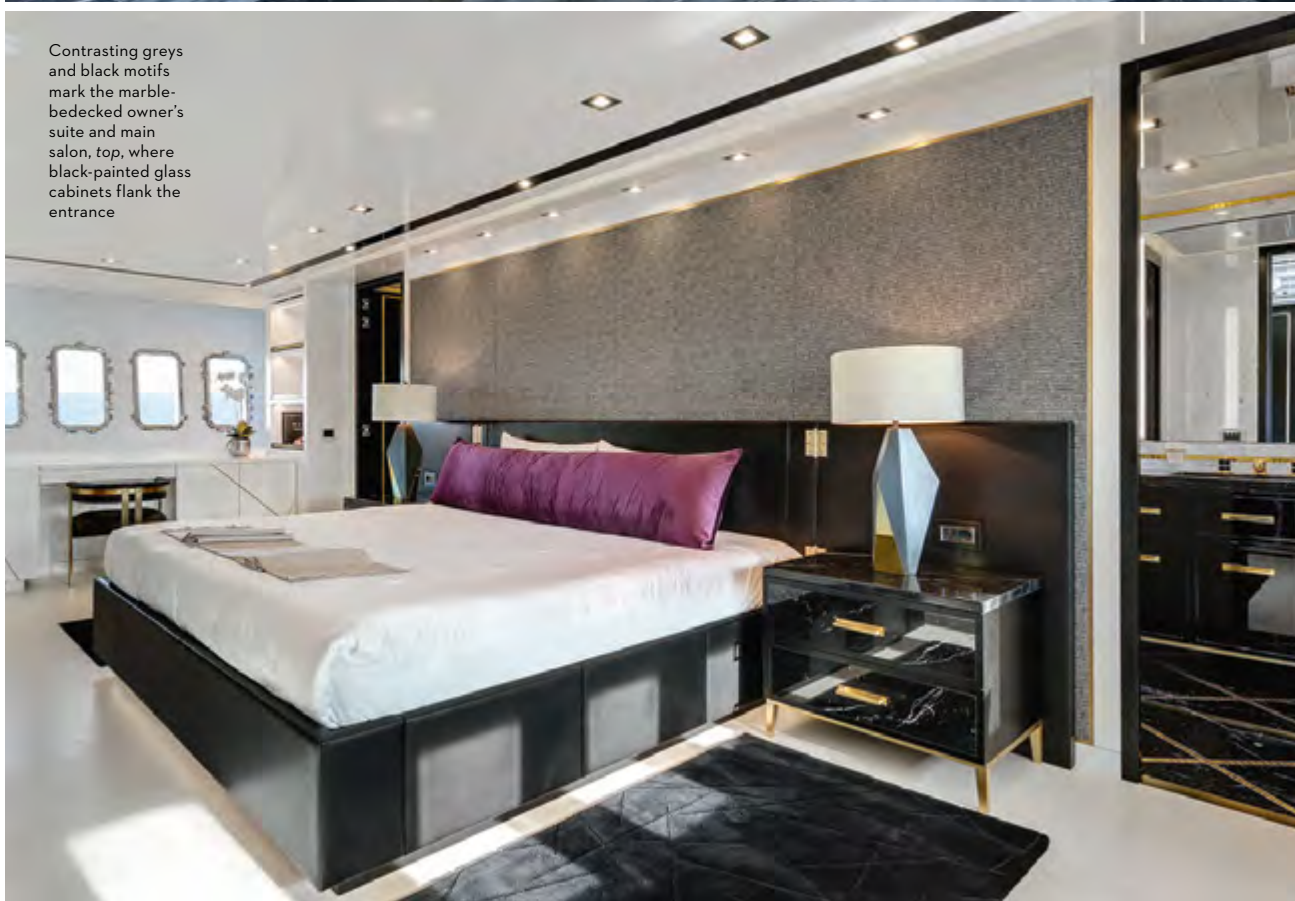
The refined, exquisite design pairs natural wood and different shades of grey for floors, walls and furniture with contrasting blacks (such as the two large closets at the entrance made out of wood and black-painted glass). On the floor is a jigsaw of different sized pieces of Zebrino Black, Palissandro Blue and Marquina marble, while all over, extraordinary pieces of artisanship display the exceptional level of detail that is the Mangusta 165E's hallmark.

Such beauty on board can be matched by the scenery around it: *Da Vinci's* power and speed means breakfast on the Côte d'Azur can be followed by a light lunch at the Costa Smeralda. She is made for the Mediterranean - or Miami - regions where so many wonderful destinations and resorts can be reached in a short space of time. Overmarine's striving for the next level in superyacht performance, means they can now be visited in even greater style. overmarine.com

PHOTOS FRANCESCO BEDINI



Contrasting greys and black motifs mark the marble-bedecked owner's suite and main salon, top, where black-painted glass cabinets flank the entrance





Modelos que se lanzarán en MYS

Aquarius Feadship
Arel Lurssen
Aurora Rossinavi
Cloud 9 CRN
Game Changer Damen
Home Heesen
Kalliente Dominator yachts
Mangusta 165 Mangusta yachts
Pink Gin VI Baltic yachts
Seven sins San Lorenzo
Sorceress Southern Wind Shipyard
Vertige Tankoa yachts
White dream Princess yachts
Aquarius Feadship
Arel Lurssen
Aurora Rossinavi
Cloud 9 CRN
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Seven sins San Lorenzo

revelar un nuevo espacio de exposición dedicado a los superyates. Se espera un aforo de 34.000 visitantes en un área totalmente transformada con cuatro zonas de exposiciones: Starboard lounge exhibition - Car Deck - Tenders & Toys - Holland Pavilion. El espacio Starboard Lounge presentará una selección de empresas expositoras especializadas en el mundo del superyate, productos de lujo y de la vanguardia artística. La nueva área también contará con un salón restaurante para que los visitantes y expositores puedan degustar la mejor gastronomía y música en vivo. La zona Car Deck que fue lanzada ya el año pasado se expondrá junto al espacio Starboard con vehículos y marcas de prestigio disponibles para pasar a prueba por clientes del salón. Así se podrán encontrar marcas como Aston Martin, Automobili Lamborghini, Bentley, Hoffman y Novague, McLaren, Benz de Mercedes, Shelby entre otras. Tenders & Toys es un espacio donde se descubren las últimas novedades respecto a este tipo de accesorios y juguetes náuticos que hacen posible la diversión en el agua. Se mostrarán en dos zonas, una sobre el muelle en la extensión del pabellón dedicado al Hiswa y otra en el agua, cerca de la zona Car Deck y Starboard. Los visitantes, capitanes de yate futuros clientes tendrán la oportunidad de conocer la variedad de productos de este tipo. El Pabellón de Holanda HISWA será el abanderado para la industria de navegación holandesa. Ocho empresas presentan sus conocimientos y experiencia con sus productos náuticos de alta calidad. La nueva configuración del muelle Antoine Ier creará un nuevo epicentro para las actividades náuticas en un salón internacional cargado de sorpresas.

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50 | Monaco



The SuperYacht Times | September

TOP 10 MUST SEE SUPERYACHTS

Held this year from 27th to 30th September, the Monaco Yacht Show never fails to disappoint when it comes to showcasing the world's finest selection of superyachts. Here we take a look at ten of our favourite yachts delivered in the past year attending the prestigious event.



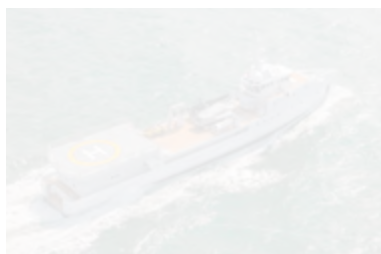
AQUARIUS 92M

Designed by Sinot Exclusive Yacht Design, Leadship's Aquarius was known as Hull 695 throughout her build. She was delivered in winter 2016 and was built for an experienced yachtsman who previously owned a 67-metre Amels superyacht by the same name.



SEASENSE 67M

Built for an experienced owner, Seasense is the first vessel in which Benetti has collaborated with the Dutch designers at Cor D. Rover. The owner selected LA design studio AREA for the interior design of his new yacht, accommodating up to 12 guests.



GAME CHANGER 70M

Damen's 70m Yacht Support Vessel certainly entices superyacht owners and captains with endless mother-ship-support capabilities and high-class interior finish. Amongst her many features is a fully-certified LYS helideck and built-in storage hangar.



SEVEN SINS 52M

The first 52m Steel yacht to be completed by Sanlorenzo, Seven Sins features exterior design from Officina Italiana Design. Hitting the water for the first time in January, she was the first vessel to be launched at the yard's new facilities in La Spezia.

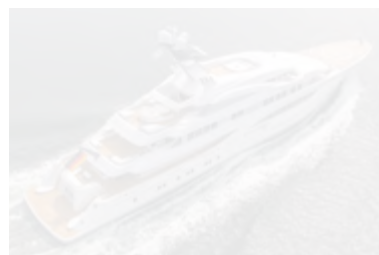


BLACK LEGEND 49.9M

Featuring an exterior design from Stefano Righini Design, Black Legend is Overmarine's very first all-black Mangusta 165. She is the 12th hull in this range of high-performance motor yachts, and cruises at 25 knots with top speeds of almost 37 knots.

ARETI 85M

The Winch-designed, Lürssen-built Areti will undoubtedly be one of the stars of the MYS this year with her elegant profile and high-end luxury interior. She has spent the summer in Monaco since leaving the shipyard's facilities in Germany in July.



VERTIGE 49.9M

Tankoa Yachts delivered the all-aluminium Vertige in May to her French owner. Francesco Paszkowski undertook both her interior and exterior design, delivering a balanced, timeless design with many amenities usually reserved for much larger yachts.



PINK GIN VI 53.9M

Built by Baltic Yachts in Finland, Pink Gin VI is the world's largest carbon fibre sloop and is built to be as aggressive on the race course as she is suited to the blue waters of the Mediterranean. She is designed by Juel/Vrolijk Design & Engineering.



DELTA ONE 36M

The first hull in Mulder Shipyard's ThirtySix range of superyachts, Delta One is the Dutch shipbuilder's new flagship. She was designed by British studio Claydon Reeves, and features a Fast Displacement Hull Form from Van Oossanen Naval Architects.



NERISSA 47.6M

The first in Bilgin Yachts' 156 range of superyachts, Nerissa features both naval architecture and exterior design from Unique Yacht Design. Interior design of the sub-500 GT vessel was handled by H2 Yacht Design, accommodating up to 11 guests.



MANGUSTA OCEANO 43





OCEANO 4

ОКЕАН РАДОСТИ

*Итальянская верфь Overmarine пополнила свою флотилию
трехпалубной водоизмещающей яхтой Mangusta Oceano 43,
получившей название Unasola*

ТЕКСТ ДМИТРИЙ КИСЕЛЕВ ФОТО EMILIO BIANCHI





В 1995 году на экраны вышла голливудская комедия «Четыре комнаты» с Тимом Ротом в роли портье, попадавшего в разные переплеты в ходе обслуживания четырех номеров отеля в канун Нового года. Фильм состоял из четырех эпизодов, снятых разными режиссерами, в том числе Родригесом и Тарантино, главному герою пришлось побывать на ведьминском шабаше, принять участие в ролевых играх, подбавить русской рулетки и побыть нянькой при ужасно непослушных детях. Такой фильм вполне мог быть

снят на борту новой Mangusta Oceano 43. Давайте назовем его «Четыре палубы» (нижняя, главная, мостиковая и сандек), сделаем главным действующим лицом не портье, а владельца яхты, заменим шабаш на дискотеку open air, русскую рулетку и ролевые игры – на дружеский покер, отдых в бассейне и просмотр золотого фонда мировой киноклассики, а ужасно непослушных детей – на очень милых и представим, как в разгар сезона на Средиземном море или Карибах можно отдохнуть на борту новейшей яхты бренда Overmarine – второго корпуса в линейке водонизмещающих яхт Oceano.

В хорошую погоду вся активность гостей на яхте переносится на открытые палубы, которые совершенно однозначно – одно из главных достоинств Oceano 43. Даже на своих быстроходных яхтах семейства Mangusta Open Overmarine всегда уделяла повышенное внимание комфортности внешних зон отдыха. Ловить лучи тепла и света, покрываясь ровным бронзовым загаром, на яхте можно в двух местах – на чрезвычайно просторном сандеке с баром и диванной зоной и в носовой части главной палубы, где по традиции устроена пляжная зона с бассейном и лежанками для принятия солнечных ванн.

ТРЕХПАЛУБНЫЕ ЯХТЫ
ЛИНЕЙКИ OCEANO
ПРЕДЛАГАЮТ ОЧЕНЬ
МНОГО МЕСТА
ДЛЯ ОТДЫХА НА
ОТКРЫТОМ ВОЗДУХЕ

*Просторный сандек
Oceano 43 оборудован
тремя широкими
диванами и обеденно-
барной зоной в тени
хардтопа*

При стоянке кормой в порту эта зона обеспечивает наибольшую приватность, позволяя купаться и загорать не на виду у многочисленных портовых зевак. В дно бассейна вмонтированы иллюминаторы, через которые свет попадает в находящуюся уровнем ниже мастер-каюту. Лежанки расположены так, что с них открывается превосходный обзор во все стороны. Oceano 43 – яхта водоизмещающего типа, и носовой зоной отдыха можно с комфортом пользоваться не только на стоянке, но и во время морских переходов, так как судно движется мягко и плавно и его не подбрасывает на волнах, как глиссирующую лодку.

OCEANO MANGUSTA

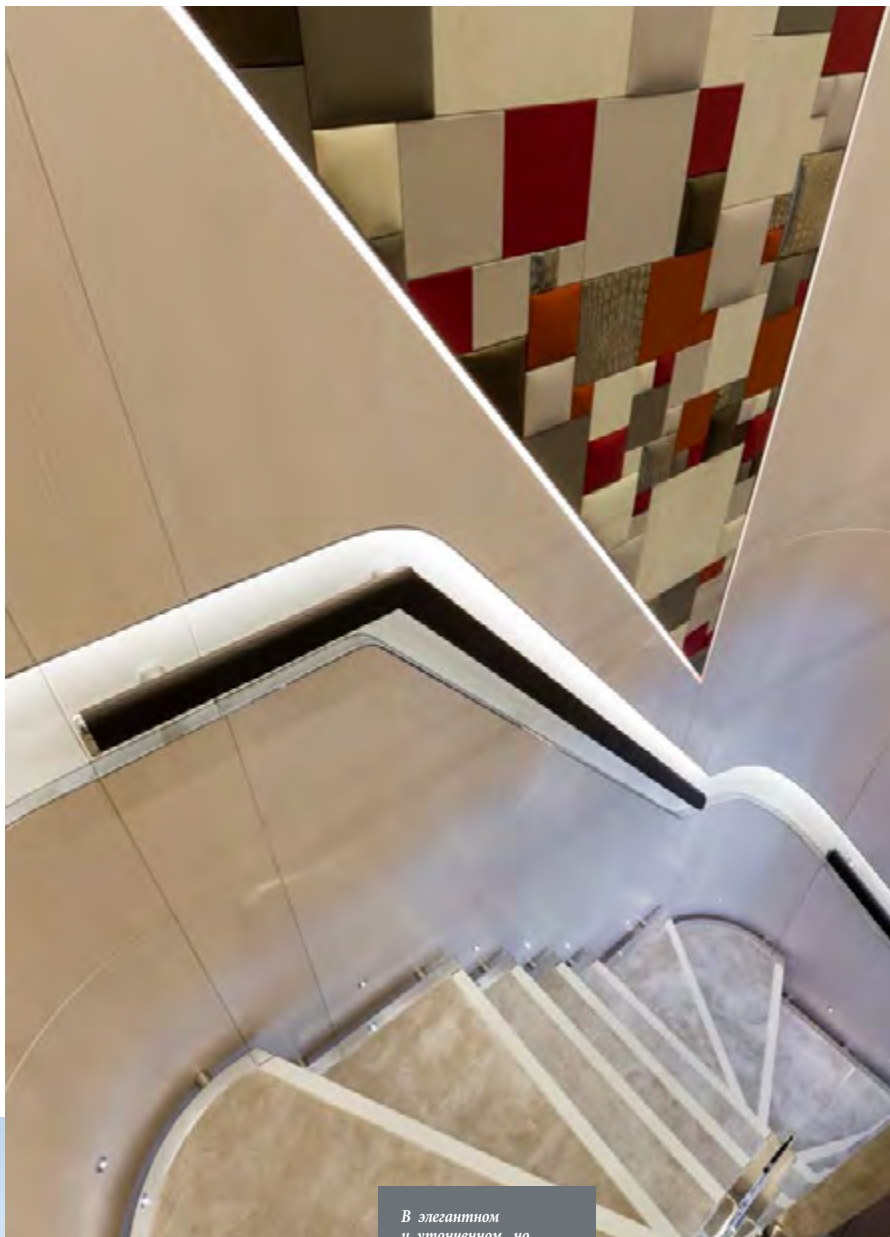


MANGUSTA OCEANO 43

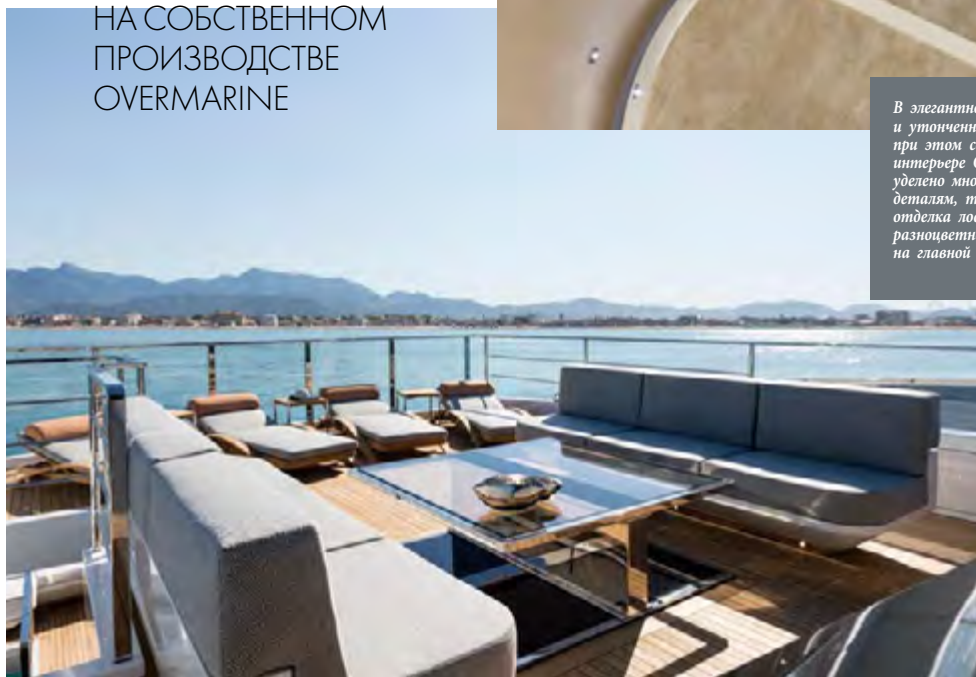
Еще одно, пусть и не столь очевидное преимущество расположения пляжной зоны на носу, а не в кормовой части яхты или на сандеке, – то, что эта зона находится прямо перед рубкой управления, а значит, играющие в бассейне дети будут всегда под присмотром капитана, который чаще всего проводит почти весь день в рубке. Сам по себе бассейн такого размера и глубины, со стеклянной стенкой и «водопадом», а также со встроенными иллюминаторами на дне – уникален для яхты такого размера.

Спустившись с сандека или зайдя внутрь из носового лаунджа, мы попадаем в верхний салон. Окна в нем меньшего размера, чем в салоне на главной палубе, что немудрено – это пространство используется прежде всего в качестве кинозала, и особой потребности в естественном освещении нет. Вся мебель здесь, как, впрочем, и в других помещениях яхты, спроектирована Альберто Манчини и изготовлена на собственном производстве верфи, что позволяет поддерживать одинаково высокий уровень качества исполнения интерье-

ВСЯ МЕБЕЛЬ НА ЯХТЕ
СПРОЕКТИРОВАНА
АЛЬБЕРТО МАНЧИНИ
И ИЗГОТОВЛЕНА
НА СОБСТВЕННОМ
ПРОИЗВОДСТВЕ
OVERMARINE



В элегантном и утонченном, но при этом сдержанном интерьере Oceano 43 уделено много внимания деталям, таким как отделка лоскутами разноцветной кожи на главной лестнице





OCEANO 43 MANGUSTA

ра. Манчини спроектировал широкие диваны и составные банкетки, которые можно соединить друг с другом и получить одно огромное ложе для комфортного просмотра кино. Поблизости удобно расположена ванная комната. Со стороны кормы киносалон выходит на просторную открытую террасу с обеденным столом и диванами по периметру, и если полностью открыть раздвижные двери, то можно смотреть фильмы за обедом или просто отдыхая на свежем воздухе.

Главный салон с окнами в пол как будто парит над морем. Широкие раздвижные двери по бокам еще больше усиливают это впечатление, особенно когда по салону вовсю гуляет морской бриз. Торцы прямоугольных пиллерсов сделаны зеркальными, что создает эффект непрерывности остекления. В целом салон имеет традиционную планировку с лаундж-зоной посередине и обеденным столом в передней части, но есть и нестандартные детали.





OCEANOGRAPH MANGUSTA



Соединив широкие диваны и банкетки в верхнем салоне, можно получить одно большое удобное ложе для просмотра фильмов

MANGUSTA OCEANO 43



Так, телевизионный экран вмонтирован в консоль в заднем правом углу помещения. Благодаря этому он не загромождает окна и из любого места в салоне открывается панорамный вид на море. А сразу при входе в салон стоят невысокие консоли, скрывающие внутри холодильник для напитков и раковину. Очень удобно: возвращаясь в салон к обеду или ужину, гости могут ополоснуть руки перед едой, и для этого не надо спускаться в каюты.

Носовую часть главной палубы занимают просторные апартаменты владельца с откидным балконом и большой ванной комнатой.

Ванная примечательна не только размерами, но и необычным дневным освещением, которое создают лучи света, падающие сверху через расположенный над ванной комнатой бассейн. Аналогичный эффект можно наблюдать и на предыдущей Oceano 42, Namaste.

Первая и вторая яхта семейства Oceano похожи, но не идентичны. На второй яхте дизайнер Альберто Манчини изменил форму и высоту окон на нижней и верхней палубах. Заметно поменялась задняя дверь пляжной зоны.



ДАЛЬНОСТЬ ХОДА, ПРОСТОР, ОБИЛИЕ
СВЕТА, ВЫСОКИЕ ПОТОЛКИ И КОМФОРТ –
ГЛАВНЫЕ КОЗЫРИ ЯХТ OCEANO

*Просторный салон
на главной палубе
с окнами от пола
до потолка создает
эффект полета
над водой, который
усиливается, если
открыть боковые
раздвижные двери*



MANGUSTA OCEANO 43



В закрытом состоянии дверь оснащена двумя лестницами и небольшой платформой для купания. В открытом она становится продолжением пляжного клуба – еще одного любимого места и детей, и взрослых. Здесь можно расставить шезлонги и загорать, а если станет слишком жарко – переместиться в глубину пляжного клуба на мягкие диваны и в кресла. Выдвижной трап станет отличным трамплином для прыжков в воду.

Интерьер второго корпуса Осеано остался примерно таким же по архитектуре и общей планировке, как на первой яхте этого же семейства, но стили-

На втором корпусе Осеано 42 Альберто Манчини изменил форму и высоту окон на верхней и нижней палубах, а также поменял кормовую дверь пляжного клуба

Mangusta Oceano 43

ТЕХНИЧЕСКИЕ ХАРАКТЕРИСТИКИ

ДЛИНА МАКС., М	42,3	ЕМКОСТЬ ТОПЛИВНЫХ БАКОВ, Л	62 000
ШИРИНА, М	8,7	БАК ДЛЯ ВОДЫ, Л	12 000
ОСАДКА, М	2,4	СКОРОСТЬ МАКС., УЗЛ.	15
ВОДОИЗМЕЩЕНИЕ, Т	390	ЗАПАС ХОДА, МИЛЬ	4500
ДВИГАТЕЛИ, СУММАРНАЯ МОЩНОСТЬ, КВТ	2160	ЧИСЛО ГОСТЕЙ	12

Данные

стически решен иначе. С одной стороны, он более сдержан по цветам, материалам и фактурам, с другой стороны – такой же утонченный. Интерьер выполнен с большим вниманием к деталям – таким как мозаика из лоскутов кожи различных цветов и выделки, украшающая лестницу, что соединяет главную и нижнюю палубы.

На нижней палубе находятся четыре гостевые каюты: две double и две twin, все с отдельными ванными комнатами.

Overmarine уделила повышенное внимание звуко- и виброизоляции Осеано 43. Благодаря этому яхта получила одну из самых тихих

в своем классе. Судно способно пройти без дозаправки 4500 морских миль при крейсерской скорости 11 узлов и оборудовано стабилизаторами, обеспечивающими комфорт и минимизацию качки как на ходу, так и на стоянке.

То, что заказчик второго корпуса Осеано практически не менял концепцию, ограничившись нюансами отделки и внешнего дизайна, показывает, насколько удачным получился заводской проект. Можно не сомневаться, что в ближайшие годы эта линейка будет уверенно расширяться. Мы же с нетерпением ждем другой долгожданный релиз – первую яхту GranSport 54.



THE GOOD YACHTING

THE GOOD WAVES

Superyacht



Predominio italiano

Autonomie oceaniche, consumi ridotti, linee che esaltano il contatto con il mare e grande comfort sono le caratteristiche che distinguono gli explorer yacht. Comparto della nautica da diporto in cui l'Italia è protagonista.

di Alex Grazioli

Explorer yacht, expedition o support vessel, crossover e navette. Nomi diversi che definiscono non solo un tipo di yacht, ma anche uno stile di navigazione più sostenibile. E un modo di essere armatore con una maggiore sensibilità verso l'ambiente. Autonomie oceaniche, consumi ridotti, linee che esaltano il contatto con il mare e carene dislocanti sono le caratteristiche tecniche che differenziano queste imbarcazioni dai classici motoryacht. La priorità non è più andare veloci e arrivare subito a destinazione, ma godersi la navigazione nel massimo comfort, con pochi rumori e nessuna vibrazione. «È bene avere una meta alla fine del viaggio, ma alla fine è il viaggio che conta» scriveva Ernest Hemingway anticipando quella che oggi descrive bene la filosofia di questi yacht, che richiedono motori con potenze inferiori e sono meno assetati di carburante. Oggi assistiamo a un boom del settore, con una domanda sempre maggiore che ha contaminato anche quello delle imbarcazioni sotto ai 24 metri. Fino agli anni Novanta la flotta globale di questo tipo di yacht era composta per la maggior parte da unità commerciali o militari riconvertite, ora il settore è spinto con forza dalle idee e dalle innovazioni di cantieri e progettisti, soprattutto italiani.

Qualche numero

Quando si parla di superyacht, il nostro Paese è protagonista. Prima dei numeri ufficiali, una curiosità: in Italia sono state costruite a oggi 1 540 unità, cioè il 39%



dell'intera flotta mondiale, con una lunghezza media di 38,4 metri. Il che significa che, messe l'una di fila all'altra, coprirebbero una distanza di quasi 60 chilometri! Secondo i dati emersi dal recente studio *Superyacht Market Monitor* realizzato da Altagamma e Deloitte per l'associazione di settore Nautica Italiana, il nostro è il primo Paese produttore al mondo nel

In Italia sono stati consegnati nello scorso anno 127 nuovi superyacht a motore, mentre 159 sono in costruzione.

comparto motore, con il 43% delle consegne 2016 e il 49% degli ordini 2017. In numeri assoluti, significa che in Italia sono stati consegnati nello scorso anno 127 nuovi superyacht a motore, mentre 159 sono in costruzione. È interessante notare come proprio il settore degli explorer, expedition e support vessel sia in crescita del 10% in valore. Le consegne mondiali previste per questo tipo di yacht nei prossimi tre anni sono di 56 unità, con una lunghezza media di 43,5 metri.

In Germania e Olanda, altri due Paesi con una lunga e solida tradizione nella co-

struzione di superyacht, si producono meno unità ma mediamente molto più lunghe delle nostre. Lì, la quasi totalità degli scafi viene realizzata in acciaio e alluminio, materiali che consentono di sopportare meglio dimensioni maggiori rispetto alla classica vetroresina. Germania e Olanda hanno inoltre un posizionamento di prezzo più elevato.

Il più lungo al mondo

È proprio tedesco il più grande explorer yacht al mondo: si tratta di *Octopus*, costruito dal cantiere Lürssen nel 2003 per Paul Allen, cofondatore di Microsoft. Lungo 126,18 metri, ha la possibilità di far atterrare due elicotteri allo stesso tempo, e non manca l'hangar per metterne uno al sicuro quando si naviga in mare aperto. Da vero e proprio explorer, *Octopus* ha perfino un dock interno che si riempie d'acqua per permettere a un sottomarino di 20 metri di entrare e uscire dallo yacht. Un tipo di scafo che risponde perfettamente alle esigenze del suo armatore, appassionato cercatore di relitti. Impressionanti i numeri: 8 000 miglia di autonomia a 12 nodi, 8 motori MTU diesel-elettrici, 850 000 litri di carburante e 175 000 di acqua. Facendo un rapido calcolo, ogni pieno costa in media ben oltre il milione di euro! ▶



THE GOOD YACHTING

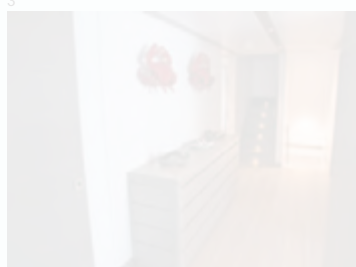
THE GOOD WAVES

Il meglio degli over-30

Tra gli yacht italiani più lunghi di 30 metri ci sono esempi grandiosi come *Atlante*, il 55 metri costruito da CRN su progetto di Nuvolari & Lenard. Uno yacht dallo stile inconfondibile ispirato, insieme al colore scuro, alle navi militari. Gli interni sono opera di Gilles & Boissier. Grazie alla riserva di 120 000 litri di carburante e ai due motori Cat da 1 230 kW può navigare a 12 nodi per 4 200 miglia. Costruito in alluminio, *Endeavour II* di Rossinavi è lungo 49,90 metri ed è spinto da motori diesel-elettrici e propulsori azimutali Rolls-Royce. Tocca la velocità massima di 16 nodi, mentre a 12 può navigare per 5 000 miglia. La suite armatoriale sfrutta tutta la larghezza del *main deck* e gode di un affaccio sul mare grazie al balcone privato. È stato varato di recente il *Tankoa S501 Vertige*, superyacht lungo 50 metri costruito in alluminio e progettato per avere un'autonomia di oltre 5 000 miglia a 13,5 nodi di velocità. Gli interni, disegnati dallo studio Francesco Paszkowski Design in collaborazione con Margherita Casprini, si distinguono per le suite armatoriale e Vip sul ponte principale e altre quattro per gli ospiti nel *lower deck*. Look professionale e firma di Andrea Vallicelli per l'*Ocean King 130* di Cantieri Navali Chioggia, un explorer lungo 40,25 metri capace di imbarcare 170 000 litri di carburante e navigare in grande sicurezza per tutti gli oceani del mondo. Nelle sue sei cabine accoglie 12 ospiti, con 7 membri d'equipaggio.

Disegnato da Alberto Mancini e costruito in acciaio e alluminio, il **Mangusta Oceano 43** fa parte della linea Long Range del cantiere Overmarine Group. Lungo 43 metri fuori tutto, può imbarcare 62 000 litri di carburante e navigare per 4 500 miglia a regime di crociera, che diventano 5 000 abbassando ancora la velocità. E infine i 67 metri del **Benetti FB268 Seasense**, disegnato dallo studio olandese Cor D. Rover e spinto da due motori da 1 380 kW, che assicurano, insieme ai 130 000 litri di carburante, un'autonomia di 5 000 miglia a 12 nodi. Costruito in acciaio e alluminio, ha interni firmati dallo studio americano AREA.

1. IL BENETTI FB268 SEASENSE PRONTO AL VARO: 67 METRI DI ELEGANZA, STILE E DESIGN.
2. LA SUITE ARMATORIALE DEL MANGUSTA OCEANO 43, CON IL BALCONE CHE SI APRE SUL MARE.
3. E 4. GIÀ DALL'ASPETTO DIMOSTRA DI NON TEMERE ALCUN MARE L'OCEAN KING 130, EXPLORER DA 40,25 METRI DEI CANTIERI NAVALI CHIOGGIA. LOOK ESTERNO PROFESSIONALE, MA DESIGN INTERNO DI GRAN CLASSE.
5. UN PARTICOLARE DELLA PLANCIA DI COMANDO DELL'OCEAN KING 130.



► Un'italiana nella Top 20

Tra gli explorer più lunghi al mondo (al 15° posto secondo la classifica stilata dal magazine *Boat International*) non poteva mancare uno yacht italiano. *Vitruvius Grace E* è lungo 73 metri ed è stato varato nel 2014 dal cantiere Picchiotti, che fa parte di Perini Navi. Disegnato da Philippe Briand, è costruito in acciaio con sovrastruttura di alluminio (è più leggero e permette di avere meno peso in alto), è spinto da una propulsione diesel-elettrica con *pod* azimutali e ben sei generatori (più uno di emergenza) che alimentano i due motori. *Grace E* può navigare per 7 800 miglia alla velocità di crociera economica di 12 nodi (la velocità massima è di 17,5 nodi). Tra i vantaggi di avere i *pod* c'è la totale assenza di vibrazioni create dalle classiche trasmissioni in linea d'asse (i motori sono all'interno dei *pod*, quindi in acqua) e di rumori: navigando a 17 nodi il cantiere dichiara una rumorosità in cabina armatoriale e in salone di 46 e 47 dB rispettivamente, ovvero quanta ne produce un frigorifero o una pioggia moderata. *Grace E* ha una capacità di 184 000 litri di carburante e 66 000 di acqua, e in più, grazie a due dissalatori Hem, può produrre altri 44 000 litri di acqua dolce al giorno semplicemente filtrando quella di mare.

Barche Da Sogno

➤ MANGUSTA 165 DA VINCI

BORN FOR LONG AND FAST NAVIGATION, THE NEW MANGUSTA 165, NEARLY 50 METRES LONG, WITH SLENDER, SPORTY LINES, IS UNIQUE IN STYLE, COMFORT AND PERFORMANCE. THE INTERIORS ARE BY A STAR OF INTERIOR DESIGN: MAXINE TISSENBAUM

di Marta Gasparini,
foto di Francesco Bedini

SEXY AND GLAMOUR



Barche Da Sogno

► MANGUSTA 165 DA VINCI



► INTERIOR MATERIALS: NATURAL STAINED WOOD FOR FLOORS, BULKHEADS AND FURNITURE, FINE MARBLE, BRASS FOR DETAILS

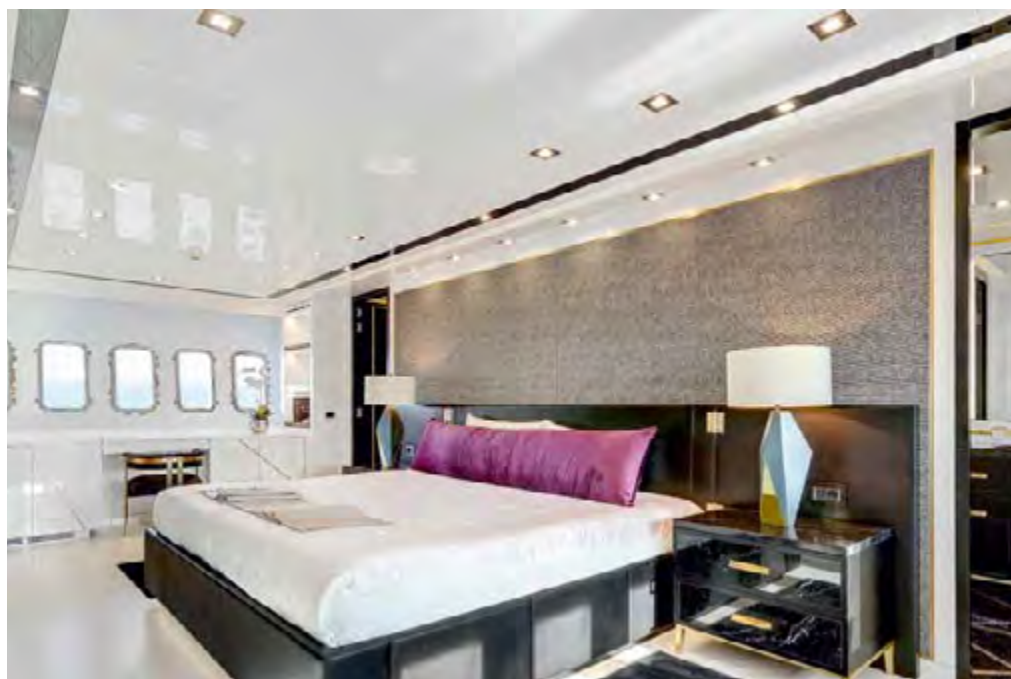
The slender, sporty lines typical of the brand, are now joined by the new geometry of the windows and the elongated flybridge with the after part featuring an aesthetic grid evoking the world of car design.

Creating what does not exist, drawing on the important knowhow of the Overmarine group's boatyard to propose a unique yacht for performance, comfort and style: the result is the Mangusta 165, an Italian Open par excellence, with volumes comparable to boats of the same size only with three decks, an optimal balance between interior and exterior, an all-round visibility and an unusual and aggressive design that already externally already underscores its aggressive performance.

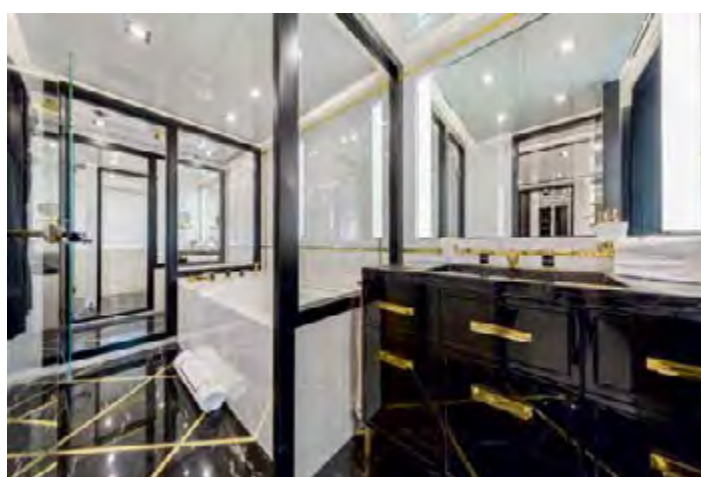
Da Vinci – the name chosen by the shipowner – bears the signature of Stefano Righini who has worked closely with the yard, while the interiors are by the Canadian Maxine Tissenbaum, now on her second vessel with the Mangusta team and who has been responsible for shaping the soul of the yacht: "When I thought about the project, I wanted

to realise my client's vision by interpreting the strength of his personality while at the same time creating a shelter from a frantic life. So I ensured Da Vinci looked glamorous and sexy, but also cosy and full of joie de vivre. Ready to sail on the high seas and with a quiet corner in which to work and relax. In short, a made-to-measure yacht with the elements of a sophisticated house".

Forty-nine metres ninety centimetres long and with a maximum beam of nine metres twenty centimetres, the Mangusta 165 is the expression of the Overmarine philosophy thanks to the synthesis and research from which it was born: we are confronted with a new definition of the term performance. Not just in terms of speed but performance in all its aspects of comfort, from lack of vibration to ergonomics, from acoustic insulation to the use of fine materials.



On the left, the full-beam master suite on the lower deck. Below left, the bathroom with Statuarietto marble walls. Note the glossy black lacquered washbasin unit with top in Portoro. Below, one of the guest cabins with double bed and bathroom with blue mosaic tiles. On the right, the guests cabin with the two bunk beds. The handsome central ladder to reach the beds with inclined front to hold the black wooden steps and marble panels.



➤ MANGUSTA 165 DA VINCI



Above, two views of the after cockpit with a lounge area that can be protected from the sun with an awning, divided by the dining area and table seating twelve, with a central unit containing a retractable tv. On the right and on the right-hand page, a real "Mediterranean club lounge" with Jacuzzi, protected by an awning. The sunbathing area can also be shaded. Bottom, a part of the fly deck with table and sofas.



To experience the comfort, we are invited aboard. Entering the saloon (see opening photo) we discover a world of mirrors and reflections. At the sides, there are two cabinets of black wood and black lacquered retro glass, reflecting the motifs of the floor made of three types of marble – Black Zebbrino, Palissandro bluette and Marquina crème – forming a large artistic jigsaw puzzle made of different tiles. The choice is between lingering at the bar or in the saloon, where a corner sofa and circular armchairs invite to conversation or reading, among velvets, silk and soft carpets. It is now time for a dinner in the dining area sitting around the large rectangular veined marble table. Three skylights in the ceiling create a continuous dialogue between interior and exterior. A picture made with numerous small mirrors is the protagonist of the bulkhead separating the saloon from the wheelhouse. As a result of careful separation between the spaces dedicated to guests and crew, the interior layout has the common spaces and sleeping accommodation on the lower deck. The owner's suite, located

amidships and covering the full beam of the vessel, plays on a black-and-white contrast of materials: leathers, fabrics and marbles. There is also an office area, small saloon, walk-in closet and bathroom for him and for her with walk-through shower in the apartment.

From the corridor, one reaches a relaxation/study space (transformable into a fifth cabin for guests) and another four luxurious cabins with dedicated bathroom. It is worth noting the choice of look for the one on the port side, with two bunk beds. For special guests, the VIP cabin in the bows is decorated with white-painted bulkheads and the bedhead is formed of grey rectangles. A dedicated staircase leads to the services area with a galley, fridges, laundry, crew area, consisting of dinette, skipper's cabin, four crew cabins and, through a watertight door, the engine room. The galley was designed according to the dictates of the on-board chef who knew exactly what he wanted: professional appliances and kit to prepare refined dishes. In exterior spaces, Mangusta-



➤ **THE SUNDECK IS A SEAFRONT TERRACE, FULLY CUSTOMISABLE FOR THE COMFORT OF THE OWNER AND GUESTS**



Barche Da Sogno

Alongside and below, the service area with the large professional steel galley and the crew's dinette. At lower right, the central staircase connecting the upper deck to the sleeping area, is characterised by vertical and horizontal lines in black ash framing pearl-grey leather panels. On the right hand page, the bridge with leather and carbon console. The dashboard acts as a "frame" for the Mtu and Rolls Royce/Kamewa technology. Below, the engine room with the four Mtu engines delivering 2,600 hp.



ta 165 expresses the best of the open philosophy, from the after cockpit to the bow with the Jacuzzi, crowned by a circular sundeck, and with shaded areas to enjoy the cool air. Everything has been studied so that outdoor life can be characterised by total comfort. The fly deck, which includes a second wheelhouse hidden by a bar unit, has a table, sofa and sun area. Finally, a look at performance: the maximum speed exceeds 35 knots and Da Vinci slips softly through the water, without noise or vibration. The installation of four 2,600 hp Mtu engines, four Rolls Royce/KameWa NP hydrojets and four Seakeeper stabilisers makes for great performance but with low fuel consumption. This thanks also to the efficiency of the stabilisation system, which optimises navigation in all conditions, especially at low speeds. This advantage makes it possible to use the yacht in displacement mode, at a minimum speed of 8-10 knots, in great comfort.





ANGUSTA 165 DA VINCI

EXTERIOR DESIGN / DESIGN ESTERNO
Overmarine Group / Stefano Righini

INTERIOR DESIGN / DESIGN INTERNO
Maxine Tissenbaum

SPECIFICATIONS / DATI

Length o.a. / lunghezza f.t. m 49.90
beam / larghezza m 9.20 - draft / immersione
m 1.90 - displacement at full load
dislocamento a pieno carico t 285
water / acqua l 4,000 guests / ospiti 12
cabins / cabine 5 +1 relax room
crew / equipaggio 9 - cabins / cabine 5

ENGINES / MOTORI

4 x Mtu 16V 2000 M94, 1.939 kW (each / cad.)
top speed knots / velocità massima nodi 37
cruising speed knots / velocità crociera nodi 20
fuel / carburante l 40.000

ADDRESS / INDIRIZZO

Overmarine Group, Viareggio, Italy,
tel. 0039 0584 389364, www.overmarine.it



OVERMARINE TRE TIPOLOGIE DIVERSE

Superyacht

cantieri

UN SOLO FILO CONDUTTORE

Intervista di Roberto Franzoni a Francesco Frediani,
Direttore Commerciale di Overmarine Group.



Overmarine, nota in tutto il mondo per i suoi open plananti ad alte prestazioni in vetroresina, è entrata dallo scorso anno nel mondo dei dislocanti in metallo con la linea Oceano e il primo esemplare di 42 metri, firmato da Alberto Mancini, apparentemente un mondo al polo opposto, basse velocità, alte autonomie, grandi spazi. Ma l'evoluzione, più che una rivoluzione, del cantiere viareggino non si ferma alla tipologia long range. Una terza via è stata elaborata ed è in costruzione nel cantiere di Pisa. Ne parliamo con Francesco Frediani, direttore commerciale di Overmarine Group.

Dove sta andando Mangusta oggi, dato che apparentemente sembra si stia allontanando dalla sua vocazione originaria di produttore di superyacht veloci in vetroresina?

Abbiamo analizzato il mercato contemporaneo. Che richiede soprattutto yacht tra i 40 e i 60 metri con un elevatissimo grado di personalizzazione, sia di interni, ma anche sempre di più di esterni, risultato che a noi riesce particolarmente bene. Siamo tra i migliori interpreti di questa vocazione, molto viareggina.

Quanti Mangusta ci sono naviganti?

350, da 20 a 50 metri, i plananti veloci in vetroresina.

Una base di clientela importante...

Sì è vero, ma noi cerchiamo anche nuova linfa, una clientela diversa, da quella che è stata la clientela storica di Mangusta. Naturalmente la fidelizzazione è un elemento importante ed

è una caratteristica della clientela del cantiere, ma dobbiamo considerare che chi cresce oggi sono solo gli armatori delle imbarcazioni più grandi. La tipologia di imbarcazioni nostre, con l'elevatissimo grado di personalizzazione, fa sì che sotto la soglia dei 30 metri non convenga operare. Quindi abbiamo deciso di crescere invece che verticalmente, con una semplice crescita dimensionale, di farlo trasversalmente con dei range tra i 40 e i 60 metri, in diverse tipologie di prodotto, tutte però con massima personalizzazione e qualità al top, che sono le caratteristiche di riferimento della nostra produzione.

Quali sono queste tipologie di prodotto?

Sono tipologie totalmente diverse tra di loro da un punto di vista tecnico, cioè propulsione, carena e caratteristiche nautiche, lasciando così al cliente una diversa possibilità di interpretare il mare, il suo mare. Abbiamo cercato di interpretare le esigenze dei clienti seguendo valori di natura stilistica, ma anche di innovazione e di tecnologia che fanno parte del Dna del brand.

Abbiamo già salutato con entusiasmo il vostro primo dislocante in metallo l'Oceano 42. A questo che cosa segue?

Oltre alla linea di dislocanti in metallo Mangusta Oceano, che dopo il 42 verrà affiancato da altri fratelli maggiori di 46, 55 e 60 metri, stiamo lanciando la linea Mangusta Gran Sport, sempre in metallo, con elevata tecnologia. Ogni progetto deve essere sviluppato secondo specifici requisiti. Sicuramente oggi

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Mangusta GranSport 54

non si può pianificare una produzione basata su grandi numeri che giustifichino un modello che rimanga immutato per una decina di pezzi. L'alto grado di personalizzazione richiesto oggi anche negli esterni e la dimensione, sempre più importante, impongono l'impiego del metallo, che se per Overmarine è una novità recente, non lo è certo per Giuseppe Balducci, che da braccio destro di Nicodemo Picchiotti ha accumulato, anche in questo settore, un'esperienza incomparabile. Inoltre la vetroresina ha un time to market più lungo e un investimento importante nello stampo.

Quindi vi siete preparati a coprire le richieste anche le più diverse di un mercato sempre più esigente e numericamente contenuto?

Ci siamo preparati a offrire soluzioni tecniche diverse per vivere il mare, mantenendo i valori fondanti dello stile e della tecnologia che contraddistinguono Mangusta. I maxi Open Mangusta sono caratterizzati dagli spazi complessivi, dalla relazione positiva tra spazi interni e spazi esterni, particolarmente ampi e fruibili, tipici del concetto di open, dal comfort e dalla possibilità di muoversi molto velocemente.

Il Maxi Open è una barca mediterranea per eccellenza. Il fatto che ne navigino 350 e che il loro valore dell'usato sia così alto, con una richiesta ancor oggi di esemplari di oltre vent'anni, testimonia la qualità del concept, del prodotto e della costruzione. Abbiamo poi – diciamo così – “trasferito” i migliori concetti dei Maxi Open sulla linea dislocante Oceano che pur essendo un dislocante classico, almeno nello spirito



del viaggio e della navigazione sulle lunghe distanze, concentra tutte quelle qualità stilistiche, estetiche e funzionali che hanno decretato il successo dei Mangusta. Quindi ancora una volta grandi spazi molto fruibili all'esterno, ma anche grandi spazi ed estremo comfort all'interno con rumorosità contenuta al minimo, ampia e funzionale relazione tra spazi interni e spazi esterni, una zona di prua vivibile al massimo livello e un beach club all'altezza di uno yacht molto più grande. Abbiamo trasferito i nostri valori fondanti su una tipologia che potrebbe



essere un explorer. Oggi si parla molto di explorer; che non è altro che uno yacht long range con buona capacità di carico a bordo di numerosi toys. Noi pur non avendo chiamato il nostro Oceano "explorer" assicuriamo più 5.000 miglia di autonomia, spazi a bordo che noi abbiamo utilizzato come beach club, ma nulla vieta che possa diventare un ampio spazio di stivaggio di vari tipi di attrezzature, e per questo abbiamo spostato il garage a prua. La linea Oceano quindi offre tante possibilità con caratteristiche tecniche che consentano un

range di utilizzo vastissimo.

Il mercato dei dislocanti non è un po' troppo affollato?

Lo è. Però noi abbiamo articolato la nostra proposta con un design contemporaneo, ma senza tempo, con tre ponti e un legame stilistico con i Maxi Open. Abbiamo aggiunto dei dettagli esterni da car design, con finiture e ombreggiature che conferiscono agli yacht una personalità forte e molto riconoscibile. Con gli stessi concetti abbiamo elaborato le proposte

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Mangusta GranSport 44

dei modelli più grandi. In particolare la coppia 55/60 metri, due declinazioni diverse dello stesso concetto che possono avere cinque o sei cabine. I contenuti tecnici di questa linea sono puntati alla massimizzazione del comfort di bordo in termini di silenziosità, assenza di vibrazioni, stabilità. Gli stabilizzatori sono elettrici e il risultato è veramente soddisfacente. Tutte le carene sono testate in vasca singolarmente e garantiscono un'ampia autonomia, sia per attraversare l'oceano, che per effettuare il minor numero possibile di rifornimenti.

Poi c'è una terza via...

Il fatidico compromesso. Certi clienti vogliono gli spazi, vogliono più ponti, vogliono il massimo comfort, ma anche la velocità. La carena perfetta che ti consente alte prestazioni, estese autonomie, non esiste. Però puoi ottimizzare la carena per un certo range di velocità. Chiaramente non si raggiunge mai l'eccellenza nei due estremi. Con i Maxi Open abbiamo ottimizzato la velocità. Con la linea Oceano abbiamo massimizzato la stabilità e l'autonomia. Così abbiamo pensato una linea di yacht unici, veri fast displacement, che possono navigare tra i 10 e i 15 nodi nella massima stabilità e silenziosità, ma arrivare fino ai 29 nodi. Abbiamo sviluppato questo concetto che per

ora è pressoché unico. Abbiamo chiamato la linea Gran Sport, disegnata da Alberto Mancini come la linea Oceano, declinata in due misure 44 e 54 metri. Per raggiungere i risultati prestazionali che ci siamo prefissi abbiamo motorizzato il 54 metri, il primo dei due modelli che stiamo realizzando, con quattro motori Mtu 16V serie 2000 di 2600 cavalli, con consumi più limitati e gestione dei motori più flessibile. La trasmissione è in linea d'asse, ma con eliche più piccole per un pescaggio di soli 2,50 metri, che consente di navigare anche in aree a basi fondali come le Bahamas. Siamo riusciti a contenere la stazza entro le 500 tonnellate, con una notevole semplificazione burocratica e gestionale per armatore e comandante, pur offrendo spazi invidiabili sia all'esterno che all'interno.

Sono tre progetti molto diversi tra di loro, con contenuti tecnici e indirizzi d'uso molto differenti. Che cos'hanno in comune, al di là del cantiere?

La nostra interpretazione di come un armatore può vivere il mare: spazi, comfort, eleganza, prestazioni, o di velocità o di autonomia, personalizzazione massima. Noi costruiamo yacht. La famiglia Balducci è portatrice di una conoscenza, di una competenza e di un'esperienza probabilmente uniche nel panorama nautico e con queste tre linee di prodotto crediamo di poter offrire ad armatori esperti e appassionati uno yacht che possa essere in linea con i loro desideri, con le loro esigenze, con i loro sogni e con la loro visione di come vivere il mare, che sempre di più coincide con la nostra visione.

Per ulteriori informazioni: Overmarine Group Headquarters; Via Marina di Levante 2, 55049 Viareggio (LU); tel. 0584 389364; www.mangustayachts.com - info@mangustayachts.com



OVERMARINE THREE TYPOLOGIES

Superyacht

shipyards

ONE COMMON DENOMINATOR

Roberto Franzoni interviews Francesco Frediani,
Sales Director Overmarine Group.



Overmarine, is renowned all over the world for its high performance planing open yachts in fibreglass. Last year it began to produce displacing metal yachts - the Oceano line. The first was the 42 metre initiated by Alberto Mancini, apparently worlds apart from the others, slow, long range, large spaces. But the shipyard's evolution more than a revolution did not stop at long range typology. A third way has been devised and is now underway in the Pisa yard.

What's Mangusta doing these days, given that it seems to be moving away from its core business which is the production of fast fibreglass superyachts?

We analyzed the contemporary market and what emerges from this is, 40 to 60 metre yachts which can be highly personalised both inside and out, but more so in the exteriors, which we do well. We are among the best interpreters of this aspect.

How many Mangusta are cruising today?

350, from 20 to 50 metres, the fast planing ones in fibreglass. Which represents a substantial client base...

Yes that's right but we're looking for new people, different people from Mangusta's historic ones. Naturally enough returning owners are an important aspect for us but we must consider also that those who are growing today are only the owners of larger boats. The typology of our yachts, open to extensive personalisation, means that it is not cost effective

to do under 30 metres. Hence we decided to grow in size - transversally if you like rather than vertically - between 40 to 60 metres with diverse ranges of product typology while featuring extensive personalisation opportunities together with top quality which are our reference points.

What do you mean by product typology?

Essentially they're typologies that differ from one another from a technical slant, engines, drives, hulls and other nautical characteristics thereby offering clients diverse ways of interpreting the sea, their sea. We've tried to interpret clients' needs with regard to styling but also to innovation, and technology which are part of the brand's Dna.

We've already waved and cheered with enthusiasm when your metal Oceano 42 hit the water. What's to follow?

In addition to the displacing Mangusta Oceano line in metal, the 42 will be flanked by a 46,55, and a 60 metre. We're currently launching the Mangusta Gran Sport always in metal, with loads of technologic devices. Every project must be developed according to specific requisites. Obviously in this day and age you can't plan production based on large numbers to justify a model which would remain unchanged just for a dozen units. The high level of personalisation we offer today also externally always implies using metal more, and even if it is something relatively new for Overmarine it is no big deal



Mangusta 165 E



Mangusta Oceano 42

Overmarine three typologies

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shipyards

One common denominator



Mangusta GranSport 54

to Giuseppe Balducci, who's moved from being Nicodemo Picchiotti's right hand man where he acquired considerable experience in this sector also. You should also consider the fact that fibreglass has a much longer time to market coefficient and the mould is always a considerable investment.

In other words you have prepared yourselves to cover requests even the most diverse ones in a market which has become increasingly demanding but more contained in terms of numbers, is that so?

Yes we have readied ourselves to offer diverse technical solutions with which to enjoy the sea while maintaining the values that are dear to us, namely style and technology, which are Mangusta's distinguishing traits. The maxi range of Open Mangusta models feature great equilibrium between large interior spaces and the external ones delivering a sense of harmony, and comfort, the typical aspects for the open concept which also means speed. An open maxi is a Mediterranean boat "par excellence". The fact there are 350 currently cruising around and that their pre-owned value is so high, with requests for twenty year old boats even today, is proof of the validity of the concept, of the product and of the quality of the construction. So we – let's say, we "transferred" the best Maxi Open concepts onto the displacing Oceano line that even if it's a classic displacement yacht, it can at least cruise for extended periods of time and long distances with all of the quality, aesthetics, and practical aspects which have made Mangusta so success-



ful. Therefore once again large we're looking at very usable spaces outside, but also plenty of room inside and great comfort too with very low noise inside, an ample and functional equilibrium between interiors and exteriors. An area forward in the bow section which is liveable in the true sense of the word and a beach club which is comparable to much larger yachts. In a nutshell we've transferred our core aspects on a typology which could be an explorer. We talk a lot about explorers today, often enough it is a long range displacing vessel



with great tender and &toys stowage capacity. We did not want to call our Oceano model “explorer” but it can cover more than 5,000 nautical miles without having to stop for fuel, it sports areas on board we’ve called beach club, but nothing stops us from deploying them as ample spaces dedicated to host various types of gear; and for this reason we moved the garage in the bow area. Finally the Oceano line offers several possibilities with technical characteristics which make it so versatile.

Wouldn't you agree the market for displacing yachts is a little overcrowded?

It is. But we have completed our offer with a contemporary design, which is timeless, with three decks and a styling which has something of the Maxi Open. We've added a few motor car design type details 'imported' from the automotive industry externally with finishes and overtones which confer strong very recognizable personality to the yachts. We've conceived larger models with the same principles. Specially in

Overmarine three typologies

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Mangusta GranSport 44



the 55/60 pair which represent two separate declensions of the same concept, with a five or six cabin layout. The technical contents of this line aim to ensure maximum comfort through efficient noise dampening systems, no vibrations, and stability which is enhanced by electric stabilisers. The result is really satisfying. Each hull is tank tested and guarantees ample range with which to cross oceans and therefore to stop for fuel at longer intervals.

Then there's another way...

The fateful compromise. Some clients want spaces, more decks, they want maximum comfort, but speed too. The perfect hull which allows you to undertake extensive cruises and performing speeds does not exist. But you can optimize the hull for a given range of speeds. Clearly you never reach excellence either way. With the Maxi Opens we optimized speed. With the Oceano line we maximized stability and range. So we thought about a line of unique very fast displacement yachts capable of cruising between 10 to 15 knots with maximum stability and low noise, but with the possibility of accelerating up to 29 knots! We've called the line Gran Sport, designed by Alberto Mancini in the same

way of the Oceano line in two sizes 44 and 54 metres. To obtain the performance we were looking for we equipped the 54 metre, the first of the two models we are building, with four MTU 16V series 2000 developing 2,600 HP which offer more limited consumption and more flexible management. The drives are in line but with smaller propellers for a draught of 2.5 metres only which allows you to cruise in relatively shallow waters like in the Bahamas for example. We managed to keep gross tonnage down within 500GT, which meant easier, simplified bureaucracy and ship management for the owner and captain, while offering enviable spaces inside and out on deck.

They are three very different projects, with technical contents and uses which are very diverse. What do they have in common other than the yard?

Our interpretation as to how an owner can enjoy cruising at sea: spaces, comfort, elegance, performance in terms of either speed or range, maximum personalisation. We build yachts. The Balduccis have brought to yachting a sort of knowledge, competence and experience which is most probably unique and we believe that with these three lines of products we can offer expert owners and fans a yacht which can be very much in line with their desires, needs, their dreams and with their way of living the sea which is getting closer and closer to our own vision.

For further information: Overmarine Group Headquarters; Via Marina di Levante 2, 55049 Viareggio (LU); tel. +39 0584 389364; www.mangustayachts.com - info@mangustayachts.com





October 2017

23/10/2017

Mangusta, tanti modi di interpretare il mare - Cronaca - il Tirreno

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VAI ALLA PAGINA SU FIERE NAUTICA

Speciale Nautica

Mangusta, tanti modi di interpretare il mare

A Viareggio nel 2017 consegnati due 50 metri e un 40. E ora una trasferta importante a Fort Lauderdale

FIERE NAUTICA



19 ottobre 2017



VIAREGGIO. Al Yachting Festival di Cannes era presente con il **Mangusta** Oceano 42, il 3 ponti che ha riscosso consensi di pubblico e addetti ai lavori, affianco ad un modello della serie Mangusta 110. Al Monaco Yacht Show, invece, con l'ultimo 50 metri appena consegnato, il Mangusta 165E numero 12. E con il modello più recente della linea dislocante, il Mangusta Oceano 43.

Mangusta Yachts ha dunque partecipato ai saloni autunnali di settembre mostrando un Maxi Open ed un Long Range assieme, espressione di ciò che il brand rappresenta: modi diversi di interpretare il mare, stessi contenuti tecnici innovativi, la barca come mezzo ideale per l'armatore di vivere la propria personale esperienza. Mangusta, nato come nel 1985 come marchio della famiglia Balducci (nel settore dagli anni '60 e tuttora alla guida dell'azienda **Overmarine Group**), con più di 300 unità vendute ed una pluriennale esperienza nell'industria nautica, seguendo una logica di sviluppo trasversale ha puntato su tre diverse linee di prodotto, ognuna espressione di innovativi contenuti tecnici: i Maxi Open, veloci e sportivi, segmento di cui il Gruppo è leader di mercato, considerati la barca mediterranea per eccellenza, che permettono di muoversi velocemente da una località all'altra con la

23/10/2017

Mangusta, tanti modi di interpretare il mare - Cronaca - il Tirreno

garanzia di massimo comfort (in termini di rumore, stabilizzazione, vibrazioni); le navi dislocanti (la linea Mangusta Oceano) ottimizzate per un'autonomia da navi tipo explorer, con range fino a 5000 miglia, con un'area beach che può diventare anche area toys. Costruzioni definite da un legame anche stilistico con gli Open, con dettagli di stile altamente caratterizzanti che le regalano una propria forte identità ed una riconoscibilità elevata.

E poi c'è il nuovo fast displacement (linea Mangusta GranSport), un'imbarcazione con grande autonomia, che nasce come sintesi tecnica e stilistica delle altre due linee e che ha le migliori performance in regime dislocante ma che nello stesso tempo può raggiungere velocità più alte, quando richiesto dall'armatore. Oggi negli stabilimenti produttivi del Gruppo si lavora a pieno regime. A Pisa si concentra la produzione sia delle navi dislocanti della linea Mangusta Oceano, con due 43 metri attualmente in costruzione, sia dei fast displacement della nuova linea Mangusta GranSport, di cui la prima ammiraglia di 54 metri sarà pronta la prossima estate.

A Viareggio solo quest'anno sono stati consegnati un maxi open di 40 metri della linea Mangusta 132 e ben due 50 metri della serie Mangusta 165. Un'altra nave di 3 ponti è attualmente in costruzione nei capannoni costruiti nell'area ex SEC. Si tratta del Mangusta Oceano 46, una nave dislocante di 46 metri che sarà pronta a breve. Mangusta sarà presente anche al Fort Lauderdale Boat Show (Florida, Stati Uniti) in programma dall'1 al 5 novembre.

Gabriele Noli

 **FIERE NAUTICA**

Stampa

19 ottobre 2017





LE 10 BARCHE PIÙ ELEGANTI CHE ABBIAMO VISTO AL MONACO YACHT SHOW 2017

Una selezione di superyacht di lusso del salone nautico monegasco di alta gamma

Si è da poco concluso anche il **Monaco Yacht Show**, terzo e ultimo appuntamento delle kermesse estive di **nautica**, nonché salone più chic ed elegante, quello delle "grandi" e delle "belle", che dire belle non è mai abbastanza. Nel Principato è stato esposto il meglio della cantieristica mondiale di alta gamma, i yacht di lusso più raffinati e sofisticati ma anche tecnologici e prestazionali.

Un settore, quello dei **superyacht di lusso**, in incessante crescita dove l'Italia continua a detenere la leadership e dove si esprime il gusto del design italiano sommato ad un'abilità di costruzione che solo pochi cantieri hanno nel loro know-how.

28/11/2017

Monaco Yacht Show, 10 superyacht di lusso - Elle Decor Italia

Difficile delineare dei veri e propri trend di queste **floating home**, barche quasi tutte maggiori di 24 metri, di cui la maggior parte sono progettate su misura del proprio armatore e quindi uniche ed esclusive per definizione. Certo è che un comune denominatore lo si può riscontrare nella volontà di aprire la barca verso l'esterno, tramite l'uso di terrazze e finestrate sempre più grandi che garantiscono agli ospiti un contatto diretto con il mare e la natura circostante.

Ma quali sono le **barche da sogno a motore** che si sono distinte al Monaco Yacht Show 2017?

In ordine di lunghezza, cominciamo con l'ultima nata in casa **CRN**, il **Cloud 9** (*foto sotto*), uno spettacolare 74 metri orgoglio del cantiere ma anche di tutto il **gruppo Ferretti**. Frutto della collaborazione tra Zuccon International Project e Winch Design presenta straordinarie aree all'aperto - come il ponte privato a prua della suite armatoriale o il vasto beach club con spiaggia estesa a pelo d'acqua - che sono state concepite per consentire di trascorrere piacevoli momenti di convivialità godendo appieno della vita all'aria aperta, come specificamente richiesto dall'armatore.

Foto sopra: ©BlueiProd

Il dodicesimo maxi-open della serie **Mangusta 165E** (*foto sotto*) si è contraddistinto per la particolare colorazione nera di scafo e sovrastruttura con numerosi dettagli di colore rosso, tra cui il logo del superyacht. Una scelta che esalta la sportività, così come la presenza del flybridge allungato che connota il profilo.





NEWS

MANGUSTA 165E

Overmarine presenterà al Monaco Yacht Show il Mangusta 165E numero 12, maxiopen di 50 metri di lunghezza, e un modello dislocante della linea Oceano.

At the Monaco Yacht Show, Overmarine will present the Mangusta 165E no 12, a 50-meter long maxiopen, alongside a displacing model of the Oceano line.



FLASH

LADY LILIAN BY BENETTI

Lady Lilian è la 32esima unità della linea Benetti Classic 121' a essere venduta dal lancio della collezione nel 2007. Stefano Righini, storica firma del cantiere Benetti, ha sviluppato il concept e le linee esterne, mentre il designer François Zuretti ha realizzato il design degli spazi interni.

Lady Lilian is the 32nd unit of the Benetti Classic 121' line to be sold since the launch of this collection in 2007. Stefano Righini, a well known designer of the Benetti yard, has developed both the concept and the external lines, whilst designer François Zuretti has been entrusted with the interiors.



CMC MARINE
L'azienda pisana ha presentato al salone internazionale di Cannes tre nuovi sistemi di stabilizzazione elettrica. SR Short Range per imbarcazioni di lunghezza inferiore ai 20 metri, HS High Speed per yacht plananti con velocità superiori ai 24 nodi e LR Long Range per barche dislocanti o semi-dislocanti.

CMC MARINE
At the Cannes Yachting Festival, the company from Pisa displayed three new systems of electric stabilization. SR Short Range for vessel of less than 20 meters, HS High Speed for planning yachts and speed exceeding 24 knots and LR Long Range for displacing or semi-displacing boats.

IMPERIAL

Al Monaco Yacht Show Imperial presenterà in esclusiva due navi da diporto. Project 783 del cantiere Nobiskrug di 73,50 metri di lunghezza, varata nel 2012 e il Fast Support Vessel 6711 costruita dal cantiere Damen di 67 metri di lunghezza varata nel 2014 (nella foto sotto). La nave dispone di una piattaforma elicotteri e ha due Mtu di 3046 cavalli ciascuno.



IMPERIAL

At the Monaco Yacht Show Imperial will present two exclusive vessels: the 73.50 meter long Project 783 by Nobiskrug yard launched in 2012 and the 67 meter long Fast Support Vessel 6711, built by Damen and launched in 2014 (in the picture below). The ship features a helipad and is equipped with two Mtu engines of 3046 hp each.

CCN YACHTS

Procede secondo il programma la costruzione della nave da diporto di 68 metri Day's del cantiere turco CCN Yachts. Le linee esterne e interne sono di Hot Lab, l'architettura navale è di Endaze Marine Engineering.

CCN YACHTS

The building of the 68 meter long pleasure ship Day's of the Turkish CCN Yachts is right on planning. Both the external and internal lines are by Hot Lab, the naval architecture is by Endaze Marine Engineering.



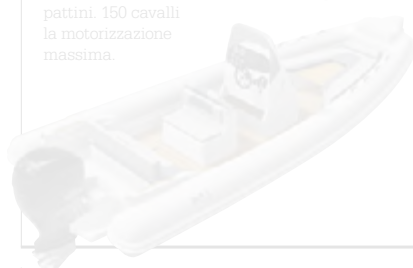
NJ700

Il Nuova Jolly NJ700, disegnato da Matteo De Francesco, è frutto di un progetto completamente nuovo. L'opera viva ha un dritto di prua molto affilato e piani di carena con due pattini. 150 cavalli la motorizzazione massima.

NJ700

The NJ700 by Nuova Jolly, designed by Matteo De Francesco, is the result of a completely new project. The hull features a very sharp bow. The bottom has two spray rails. The maximum

power rated is of 150 hp.





OVERMARINE
GROUP





[FIVE QUESTIONS TO...]



MAURIZIO BALDUCCI CEO AT OVERMARINE GROUP

by Désirée Sormani

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You have three product lines in different market segments, from 20 to 60 metres in length. Which of the three segments best reflects the spirit of Overmarine Group?

To reflect the Mangusta spirit, our craft must be technically advanced, well-built and good-looking. We now offer clients three product lines – the sporty, fast opens that embody our traditions, displacement yachts – we have already delivered two, with another two currently under construction – and the new fast displacement models, yachts that offer an extended range and the highest performance when displacement cruising but can also reach higher speeds if requested by the owner. All these yachts offer new, innovative content while retaining a family feeling in their lines, and are built with our usual care and attention.

Increasingly eco-friendly models seem to dominate today's market. What is Overmarine doing to meet this demand?

These days an awareness of green issues and social responsibility are elements of most companies' marketing strategies. The yachting industry is part of this trend, which is why there is an increasing emphasis on "eco-friendly" yachts. But so far, solutions like diesel electric power systems haven't made any contributions to reducing environmental pollution.

We believe in reality, not words, and as yacht builders with a solid commitment to the technical development of our products, in recent years we've redesigned the propulsion units and modified the keels, with the result that for the loss of 2-3 knots from the top speed we have reduced consumption by over 30 per cent. This was achieved by fitting gyroscopic stabilisers to our yachts, too. These technical solutions have, of course, been adopted on the Mangusta GranSport line.

Are there any new style and design solutions in the pipeline?

Stylistic development is an ongoing process. Although our Maxi Open line of sleek, clean craft might appear to remain the same, in fact they're constantly evolving, as you'll soon realise, if have the opportunity to see a new Mangusta moored up next to one built a few years ago.

Despite some similarities with the Maxi Opens, it's the Mangusta Oceano and Mangusta GranSport lines, which we developed with the help of designer Alberto Mancini, that best reflect what we wanted to achieve in a contemporary design, with distinctive details that give them a strong identity and make them instantly recognisable.

As regards the interiors, we have always offered extremely high levels of personalisation, enabling us to create the best response to owners' wishes. Our latest deliveries are examples of this: two 50-metre craft in the "Mangusta 165 E" series and the 43 metre from the Mangusta Oceano line. They all have completely different styles, where we've added design objects to furnishings created by us, which include some new materials. All this is complemented by specially-developed lighting.

What do you think about architects and designers from outside the industry entering the world of yacht design? Do you think this could provide benefits?

I think that input from other fields can certainly make a creative contribution, and this is definitely a plus. But if you want to design a yacht that's both practical and comfortable, you always have to bear in mind that it's basically a means of transport, and that you can't have the same onboard spaces as you would in a villa. As a result you have to temper your design impulses with a healthy dose of practicality, in the sense of storage spaces and technical areas.

What's the formula for a successful yacht?

A successful yacht should have design that makes an owner fall in love with it, combined with the kind of technical quality and comfort that will keep this love alive.



November 2017

8/11/2017

Ucina: concluso il FLIBS, il Made in Italy si conferma protagonista - News - NAUTICA REPORT



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Nautica Italiana: tecnologia e innovazione protagoniste al Metstrade Show

Volvo Ocean Race - Oltre Madeira, altre scelte all'orizzonte

Per la Flotta J24 di Genova Portofino concluso il 5° Campionato della Lanterna. La Flotta di Roma si ferma per il cattivo tempo

Club Nautico Versilia: nasce "Vela e foto in Versilia"

Yacht Club Cala de' Medici: al via i corsi invernali

Rosetti Superyachts nuovo protagonista nel mercato internazionale dei superyacht

Tecnorib presenta il nuovo Pirelli 1900

Volvo Ocean Race - Options abound after Madeira

Turismo e ormeggi



Porto Cossato grazie al suo porto Area Marina Protetta Porto Cossato (A.M.P.) Un'eccezione naturale nella costa salentina, nei posti della costa salentina.

Fonte: parks.it e Nautica Report
Titolo del: 08/11/2017 07:00

News / Ucina: concluso il FLIBS, il Made in Italy si conferma protagonista...



Ucina: concluso il FLIBS, il Made in Italy si conferma protagonista

Genova, 5 novembre 2017

Si conclude oggi, 5 novembre, a Ft. Lauderdale in Florida negli USA la 58a edizione del Fort Lauderdale International Boat Show, che ha registrato la presenza di oltre 1.200 imbarcazioni in esposizione e una partecipazione di circa 100.000 visitatori.

UCINA Confindustria Nautica e ICE – Agenzia per la promozione all'estero e l'internazionalizzazione delle imprese italiane, hanno organizzato una partecipazione collettiva per il supporto e lo sviluppo delle attività di business e di networking degli operatori italiani all'interno del Super Yacht Pavilion dell'evento.

Sono state 10 le aziende italiane partecipanti coinvolte nella collettiva: Lomac Nautica, Viraver Technology, Schenker Italia, Atep Italia, Vittrigo, Opacmare, Boat Lift, Aries (azienda speciale della CCIAA di Trieste), Canard Yachts, Ascom.

Oltre a loro, l'Italia è stata rappresentata da diverse aziende del settore associate a UCINA Confindustria Nautica che hanno esposto i loro prodotti in quello che è il primo mercato di esportazione per le aziende italiane e il principale mercato mondiale per numero di diportisti, di imbarcazioni prodotte, e per giro di affari generato dal settore. Hanno fatto parte della rappresentanza delle aziende italiane iscritte a UCINA: Austin Parker Yachts, CMC Marine, Gianneschi Pumps and Blowers, Monte Carlo Yachts, Overmarine, Rossinavi, Santorenzo, Valdenassi Emanuele Maria, Yacht Controller, ZAR Formenti

Sempre nel Super Yacht Pavilion del Fort Lauderdale International Boat Show, quest'anno era presente anche un'area dedicata al 57° Salone Nautico Internazionale di Genova dello scorso settembre che, con oltre 148mila visitatori, 884 brand esposti e 1.100 imbarcazioni, ha numeri molto simili a quelli del Fort Lauderdale International Boat Show, si è confermato come l'evento nautico di riferimento di tutto il bacino del Mediterraneo e volano della ripresa del mercato interno del nostro Paese.

Soddisfazione e unanimità di pareri emergono, a poche ore dalla chiusura dell'evento americano, nei commenti dei protagonisti sul ruolo e la centralità del Fort Lauderdale International Boat Show 2017 per il mercato internazionale della nautica da diporto:

Carla Demaria, Presidente di Montecarlo Yachts e Presidente di Ucina Confindustria Nautica: "Un ottimo Salone. I segnali che abbiamo ricevuto sono estremamente positivi e confermano la grande vivacità del mercato internazionale già registrata durante i saloni di Cannes, Genova e Monaco. Un trend molto importante che avrà riflessi significativi per l'area del Mediterraneo."

Maurizio Balducci, CEO di Overmarine e vice presidente di Ucina Confindustria Nautica: "Siamo contenti dell'andamento di questo salone a conferma dell'ottimo stato del mercato americano che per Mangusta rappresenta uno dei principali sbocchi commerciali. Per noi questa è stata un'opportunità importante per esporre le nostre navi Open, già molto apprezzate negli USA e di presentare i nuovi modelli delle serie Mangusta Oceano (dislocante) e Mangusta Gransport (fast displacement)."

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Place a Katia Balducci ed altre 5,4 mila persone.

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8/11/2017

Liguria Nautica

LIGURIA NAUTICA (<https://www.ligurianautica.com>)

Un pool di aziende italiane con Ucina e Ice al 58° Fort Lauderdale International Boat Show

Al boat show americano anche una flotta di italiani. Ucina Confindustria Nautica e Ice collaborano a supporto dell'export italiano negli Usa. Dalla Florida arrivano segnali di ottimismo

7 novembre 2017 | di [Giuseppe Orrù](https://www.ligurianautica.com/author/giuseppe-orru/) (<https://www.ligurianautica.com/author/giuseppe-orru/>)



(<https://www.ligurianautica.com/wp-content/uploads/2017/11/FORT-LAUDERDALE-BOAT-SHOW.jpg>)

Una veduta aerea del Fort Lauderdale International Boat Show

Oltre 1.200 imbarcazioni e 100 mila visitatori. Sono questi i numeri della 58° edizione del [Fort Lauderdale International Boat Show](https://www.fliibs.com/en/home.html) (<https://www.fliibs.com/en/home.html>), che si è concluso il 5 novembre nella cittadina della Florida. Tra i padiglioni e in banchina c'era anche un pezzo della nautica tricolore, grazie a [Ucina Confindustria Nautica](http://ucina.net/) (<http://ucina.net/>) e [Ice - Agenzia per la promozione all'estero e l'internazionalizzazione delle imprese italiane](http://www.ice.gov.it/) (<http://www.ice.gov.it/>), che hanno organizzato una collettiva per il supporto e lo sviluppo delle attività di business e di networking degli operatori italiani all'interno del Super Yacht Pavillion.

LE AZIENDE ITALIANE

Sono state 10 le aziende italiane che hanno partecipato alla collettiva: [Lomac Nautica](http://www.lomac.it/it/index.php) (<http://www.lomac.it/it/index.php>), [Viraver Technology](http://www.viraver.com/) (<http://www.viraver.com/>), [Schenker Italia](http://www.schenker.it/) (<http://www.schenker.it/>), [Atep Italia](http://www.atep.it/) (<http://www.atep.it/>), [Vitrifrigo](http://www.vitrifrigo.com/it/it/) (<http://www.vitrifrigo.com/it/it/>), [Opacmare](http://www.opacmare.com/) (<http://www.opacmare.com/>), [Boat Lift](http://www.boatlift.it/) (<http://www.boatlift.it/>), [Aries](http://www.aries.ts.camcom.it/) (<http://www.aries.ts.camcom.it/>) (azienda speciale della Camera di Commercio di Trieste), [Canard Yachts](http://canardiyachts.com/) (<http://canardiyachts.com/>), [Ascom](https://www.ascom-italy.it/) (<https://www.ascom-italy.it/>).

Oltre a loro, l'Italia è stata rappresentata da diverse imprese del settore associate a Ucina Confindustria Nautica, che hanno esposto i loro prodotti in quello che è il primo mercato di esportazione per le aziende italiane e il principale mercato mondiale per numero di diportisti, di imbarcazioni prodotte e per giro di affari. Tra queste, [Austin Parker Yachts](http://www.austinparker.it/) (<http://www.austinparker.it/>), [CMC Marine](http://www.cmcmarine.com/) (<http://www.cmcmarine.com/>), [Gianneschi Pumps and Blowers](https://www.gianneschi.info/it/) (<https://www.gianneschi.info/it/>), [Monte Carlo Yachts](http://www.montecarlo-yachts.it/) (<http://www.montecarlo-yachts.it/>), [Overmarine](https://www.mangustayachts.com/) (<https://www.mangustayachts.com/>), [Rossinavi](http://rossinavi.com/it/) (<http://rossinavi.com/it/>), [Sanlorenzo](http://www.sanlorenzoyacht.com/it-it/) (<http://www.sanlorenzoyacht.com/it-it/>), [Valdenassi Emanuele Maria](http://www.valdenassi.com/italiano/home.html) (<http://www.valdenassi.com/italiano/home.html>), [Yacht Controller](http://www.yachtcontroller.it/it/azienda.html) (<http://www.yachtcontroller.it/it/azienda.html>), [ZAR Formenti](https://www.zar-formenti.net/) (<https://www.zar-formenti.net/>).

All'interno del Super Yacht Pavillion del Fort Lauderdale International Boat Show quest'anno era presente anche un'area dedicata al 57° Salone Nautico Internazionale di Genova, che, con oltre 148 mila visitatori, 884 brand esposti e 1.100 imbarcazioni, ha numeri molto simili a quelli del Fort Lauderdale International Boat Show e si è confermato come l'evento nautico di riferimento per tutto il bacino del Mediterraneo e volano della ripresa del mercato interno del nostro Paese.

Nel 2016 le esportazioni italiane negli Usa di imbarcazioni da diporto e sportive hanno superato i 400 milioni di euro, pari ad un aumento del 17,7% rispetto al 2015 (dati "La Nautica in Cifre 2017" – il rapporto statistico, realizzato dall'Ufficio Studi di Ucina, in partnership con Fondazione Edison ed Assilea, con il patrocinio del Ministero delle Infrastrutture e dei Trasporti).

I COMMENTI

*"Il Fort Lauderdale International Boat Show è un ottimo salone. I segnali che abbiamo ricevuto -ha commentato **Carla Demaria**, presidente di Montecarlo Yachts e presidente di Ucina Confindustria Nautica – sono estremamente positivi e confermano la grande vivacità del mercato internazionale già registrata durante i saloni di Cannes, Genova e Monaco. Un trend molto importante che avrà riflessi significativi per l'area del Mediterraneo".*

Overmarine ha presentato al boat show i nuovi modelli delle serie Mangusta Oceano (dislocante) e Mangusta Gransport (fast displacement). *"Siamo contenti dell'andamento di questo salone a conferma dell'ottimo stato del mercato americano -ha dichiarato **Maurizio Balducci**, Ceo di Overmarine e vice presidente di Ucina- che per Mangusta rappresenta uno dei principali sbocchi commerciali. Per noi questa è stata un'opportunità importante per esporre le nostre navi Open, già molto apprezzate negli Usa".*

Soddisfazione anche per **Federico Rossi**, Ceo di Rossinavi, che ha annunciato che il prossimo anno l'azienda porterà al Fort Lauderdale International Boat Show uno yacht da 63 metri pensato e realizzato per il mercato statunitense. Novità anche per Quick Usa che, come ha spiegato **Michele Marzucco**, ha presentato al mercato internazionale la nuova linea di prodotti anti rollaggio MC2 che, *"grazie all'innovativa tecnologia e l'attenzione ai bisogni del cliente, ha reso l'esperienza di navigazione ancor più confortevole e appagante".*

*"In occasione del Fort Lauderdale International Boat Show 2017 abbiamo inaugurato il nostro Showroom Usa proprio qui a Ft. Lauderdale -ha affermato **Alessandro Gianneschi**, Ceo di Gianneschi Pumps and Blowers- che è la capitale della nautica negli Usa. Questo ci consente di acquisire una posizione strategica per l'assistenza e i servizi a imbarcazioni provenienti da ogni parte del mondo, grazie anche al fatto di avere, sempre in loco, un magazzino capace di soddisfare le diverse richieste di prodotti e di componenti che riceviamo da clienti nuovi e da quelli già acquisiti".*

Negli Stati Uniti ha trovato un mercato in ripresa anche **Zar Formenti**. *"Abbiamo consolidato la nostra rete vendita -ha sottolineato **Piero Formenti**, proprietario dell'azienda e vice presidente di Ucina- che ora è formata da un distributore e da 9 dealer a copertura di tutto il territorio statunitense. I tender sono i prodotti di maggior successo, ma il mercato Usa comincia ad apprezzare anche i nostri gommoni del segmento pleasure".*

*"Resta qualche incertezza sulla variabilità del cambio euro/ dollaro -ha aggiunto **Riccardo Verde**, proprietario di Schenker Watermakers- anche se il tasso di cambio attuale è certamente più favorevole alle esportazioni rispetto agli anni scorsi. Si conferma infine, per affrontare con successo il difficile mercato americano, la necessità di solidi partner locali o uffici propri. Molto buona come al solito l'organizzazione della collettiva italiana curata da Ice e Ucina".*

LA NAUTICA ITALIANA ALL'ESTERO

Le attività congiunte di Ice e Ucina proseguiranno nel corso del 2017 con la partecipazione al **Mets di Amsterdam** (<https://www.metstrade.com/>) (14-16 novembre) e al **Nautic di Parigi** (<https://www.salonnavautiqueparis.com/en/>) (2-10 dicembre). Nella prima metà del 2018, sono in programma il **Boot di Düsseldorf** (<https://www.boat-duesseldorf.com/>) (20-28 gennaio), il **Dubai International Boat Show** (<https://www.boatshowdubai.com/>) (27 febbraio – 3 marzo) e il **Singapore Yacht Show** (<http://www.singaporeyachtshow.com/>) (12-15 aprile).

Giuseppe Orrù



1/12/2017

Mangusta anuncia venda da Mangusta 110 Maxi Open - Boat Shopping

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MERCADO GLOBAL

Mangusta anuncia venda da Mangusta 110 Maxi Open

Parte do Overmarine Group, a Mangusta anunciou a venda da nova Maxi Open da linha Mangusta 110 para um cliente americano. De acordo com estaleiro esta venda confirma e consolida uma série de excelentes resultados alcançados...

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Parte do **Overmarine Group**, a Mangusta anunciou a venda da nova Maxi Open da linha Mangusta 110 para um cliente americano. De acordo com estaleiro esta venda confirma e consolida uma série de excelentes resultados alcançados nos últimos cinco anos.

“Em 5 anos, vendemos 8 cascos para os EUA, dos quais 6 são acima de 100 pés”, disse Francesco Frediani, diretor comercial da Mangusta. “Este sucesso demonstra que os clientes americanos estão familiarizados e apreciam os iates Maxi Open da Mangusta, reconhecendo a sua estética, funcionalidade e qualidade técnica”.

Sobre a Mangusta 110

Um dos motivos pelo qual o mercado americano se identificou com a Mangusta 110 Maxi Open é o fato dela ser uma embarcação com um desempenho de qualidade, graças ao par de motores MTU 16V 2000 M96L, que a impulsiona a cerca de 33 nós. Além disso ela é adequada para navegar em águas mais rasas, como é o caso dos Estados Unidos, isso se deve ao seu calado reduzido de apenas 5' 69”.

Esta **Maxi Open foi apresentada ao mercado europeu** durante o Cannes Yachting Festival, que aconteceu entre os dias 12 e 17 de setembro. O iate estava exposto junto a nova Mangusta 42.

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Overmarine sells Mangusta 110 to US client :: IBI Plus International Boat Industry



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The Italian boatbuilder has sold eight vessels to America in just five years

Tue Nov 28 2017, 16:36 PM

Italy's Overmarine Group has announced the sale of a Mangusta 110 maxi open to a US client.

"In five years we have sold eight vessels to the US, of which six were beyond 100ft," says Francesco Frediani, Mangusta's commercial director. "This success demonstrates that American clients are familiar with and appreciate Mangusta maxi open yachts, acknowledging their aesthetics, functionality and technical quality."

Powered by MTU 16V2000 M96L engines, the Mangusta 110 can reach speeds of 33kt. Its draft of just 5.7ft allows navigation at every depth, including in America's shallow waters. Waterjet propulsion ensures an "extremely quiet experience" overall, says Overmarine, with no noise or vibration.

This unit, the third one of the series, will have a typical American layout, with a configuration that highlights functionality of use. The style will be *Retro Chic* and the interiors department is already hard at work with the owner to choose furnishing and decor in line with his wishes. It is due for delivery in the summer of 2018.

1 Image(s)

29/11/2017

Mangusta: il maxi open più amato dagli Americani

NOVEMBRE 28, 2017 - MANGUSTA

MANGUSTA: IL MAXI OPEN PIÙ AMATO DAGLI AMERICANI

Viareggio, 28 novembre 2017

Mangusta annuncia la vendita di un'altra commessa destinata al mercato americano, un maxi open della serie #mangusta110 (http://lulop.com/it_IT/tag/mangusta-110/index). Una vendita che conferma e consolida una serie di risultati eccellenti che si sono avuti oltreoceano negli ultimi cinque anni.

"In 5 anni abbiamo venduto ben 8 imbarcazioni in US, di cui 6 sopra i 30 metri" afferma Francesco Frediani, direttore commerciale #mangusta (http://lulop.com/it_IT/tag/mangusta/index). "Questo grande fervore ci dimostra che i clienti americani conoscono ed apprezzano i maxi open #mangusta (http://lulop.com/it_IT/tag/mangusta/index), riconoscendone i valori di bellezza estetica, funzionalità e qualità tecnica".

Le ragioni di tale successo sono molteplici e vanno dall'introduzione sul mercato americano di una nuova serie di modelli, eccellenti per caratteristiche tecniche costruttive e particolarmente adatti per i paradisi nautici della Florida e delle Bahamas, dove si richiede capacità di navigare in bassi fondali, ad una attenta azione di marketing, che ha permesso al pubblico americano di associare sempre di più il brand #mangusta (http://lulop.com/it_IT/tag/mangusta/index) ai nuovi modelli e di apprezzarne i valori. Ma è sempre e soprattutto il #prodotto (http://lulop.com/it_IT/tag/prodotto/index) #mangusta (http://lulop.com/it_IT/tag/mangusta/index) che fa la differenza: uno #yacht (http://lulop.com/it_IT/tag/yacht/index) di grande impatto visivo, iconico nelle sue linee filanti, senza tempo, e di sorprendente comfort di bordo. E c'è la percezione della sua qualità di costruzione e dei suoi elevati contenuti tecnici.

Il #mangusta110 (http://lulop.com/it_IT/tag/mangusta-110/index) è l'imbarcazione ideale per gli US perché si sposta velocemente da una località all'altra grazie ai motori MTU 16V2000 M96L che lo spingono oltre i 33 nodi di massima e perché il pescaggio ridotto, di appena 1,70 metri, permette la navigazione in tutti i fondali, compresi appunto quelli bassi americani.

E' perfetto perché scivola elegantemente sull'acqua, in assenza di rumori e vibrazioni, grazie alla propulsione ad idrogetti, nel cui utilizzo il cantiere è stato precursore. Da oltre 30 anni infatti Overmarine Group ha scelto gli idrogetti ed oggi è tra i pochi che li utilizza come standard su tutte le imbarcazioni plananti e semi plananti. In questi anni sono stati fatti vari test e studi di idrodinamica per arrivare ad avere carene ottimizzate e perfettamente funzionali a questo sistema. Un'esperienza pluriennale, unica nel settore nautico, che unita alla continua ricerca ed innovazione tecnica portano ad avere una qualità ingegneristica ed un'affidabilità che durano nel tempo.

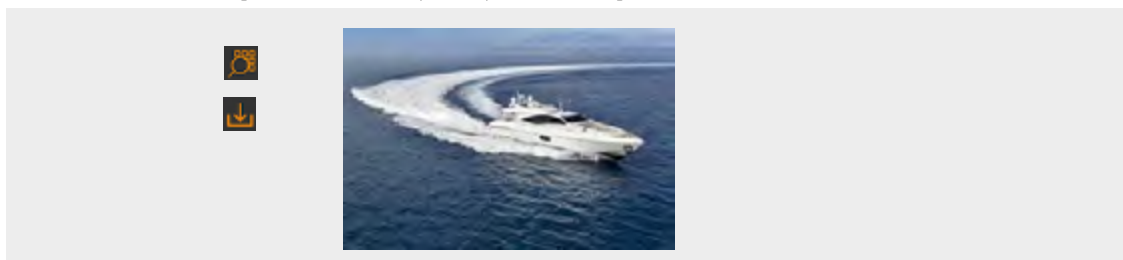
E' particolarmente apprezzato per la sua versatilità: la presenza di uno stabilizzatore giroscopico permette di avere prestazioni di massimo confort, all'ancora o in navigazione, con ogni mare ed a velocità più basse, ampliandone di fatto il range di utilizzo ed ottimizzandone i consumi. Il #mangusta110 (http://lulop.com/it_IT/tag/mangusta-110/index) è amato anche per il mix di stile e funzionalità, come la sportività delle linee unite alla comodità delle aree all'aperto, per la facilità di conduzione e manovra grazie all'introduzione del nuovo joystick Rolls-Royce Kamewa e del dynamic positioning, che fa sì che l'imbarcazione resti in una determinata posizione GPS senza l'influenza di marea, vento e corrente, o per la seconda stazione di comando sul sundeck.

Gli spazi a bordo sono molto ampi, con un grande equilibrio tra outdoor ed indoor. Come in tutti i #mangusta (http://lulop.com/it_IT/tag/mangusta/index), gli interni sono realizzati sulla base delle esigenze dell'Armatore. In questa unità, la terza della serie, avranno un layout tipicamente americano, con una configurazione che ne mette in evidenza la praticità d'uso. Lo stile a bordo sarà Retrò Chic e l'Ufficio Interiors del cantiere è già al lavoro insieme all'Armatore per la scelta di arredi e decori in linea con quanto desiderato.

La consegna è prevista nell'estate 2018

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29/11/2017

Third Mangusta 110 superyacht sold to American client – Luxgator.pro



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28 November 2017 14:45

New-Build

Written by
Georgia Tindale

The Italian shipyard, Overmarine has announced the sale of another order for the American market: a maxi open of their Mangusta 110 series.

"In 5 years we have sold 8 vessels to the US, of which 6 beyond 100 feet," said Francesco Frediani,

Mangusta's Commercial Director. "This success demonstrates that American clients are familiar with and appreciate Mangusta maxi open yachts, acknowledging their aesthetics, functionality and technical quality".

This unit is the third one of the series and will feature a typical American layout, with its configuration focused on functionality. The interiors will be designed and built according to the owner's needs, with a style of 'retro chic' expected on the finished vessel.

Mangusta 110 features sporty lines and comfortable open spaces, with an emphasis on ease of handling and

manoeuvring, thanks to its Rolls-Royce Kamewa joystick. In addition, she also features dynamic positioning, which ensures that the vessel remains in a specific GPS position, without the

<https://luxgator.pro/2017/11/28/third-mangusta-110-superyacht-sold-to-american-client/>

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Mangusta 110 Hull #3 Heading to USA Next Summer

📅 NOVEMBER 28, 2017 (<https://megayachtnews.com/2017/11/mangusta-110-hull-3-heading-usa-next-summer/>) 👤 DIANE M. BYRNE (<https://megayachtnews.com/author/dianembyrne/>)

If you've seen several Mangusta (<http://www.mangustayachts.com>) maxi megayachts on this side of the Atlantic, it's not just perception. It's reality. To wit, the Overmarine Group has handed over five 100-foot-plus projects to American clients within the past five years. Now add one more customer to the group. He's purchased a Mangusta 110, in build.

Also worth noting, this Mangusta 110 is hull number three in the series. (The series saw the first hull splash in late 2013, with delivery in 2014.) With an LOA of 110'9" (33.8 meters), the series shows off the sporty styling characteristic of all Mangustas. It also includes a flying bridge.

The semi-custom nature of the series is a strong attraction, too. So far the shipyard isn't disclosing which woods or other luxury materials the owner chose. For now, though, it does say he wants a "retro chic" ambiance. In addition, it says, the general arrangement will be in keeping with what most Americans want. Therefore, expect an open-plan saloon and dining area, further open to the helm. As for staterooms, previous customers opted for different configurations. Some have requested four staterooms, including a full-beam master. Others, meanwhile, wanted three cabins, along with a cozy TV/movie lounge.

Regardless of what the interior ultimately looks like, one more thing is certain. This customer wanted high performance. The Mangusta 110 is reportedly capable of upwards of 33 knots with MTU power and waterjets. Waterjets are standard equipment on all of the builder's models, in fact, and have been for more than three decades. Why? They offer excellent maneuverability, for one. They keep draft low, too, due to no hanging parts like props. And, especially important for high-speed yachts, there's no vibration or cavitation in the upper speed range. Overmarine Group adds a gyroscopic stabilizer for even more comfort.

Getting back to draft for a moment, that's yet another big factor for American customers who pursue Bahamian cruising. The Mangusta 110's draft is 5'6" (1.7 meters). Add in a station-keeping function akin to dynamic positioning, and playing all day in place is possible as well.

The owner of this Mangusta gets to do that starting next summer.

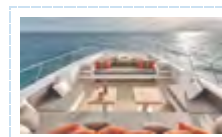
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Mangusta: il maxi open più amato dagli Americani

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MANGUSTA: IL MAXI OPEN PIÙ AMATO DAGLI AMERICANI

28 novembre 2017



<https://www.nautica.it/novita-dai-cantieri/mangusta-maxi-open-piu-amato-dagli-americani/>

1/11



Viareggio, 28 novembre 2017

Mangusta annuncia la vendita di un'altra commessa destinata al mercato americano, un maxi open della serie Mangusta 110. Una vendita che conferma e consolida una serie di risultati eccellenti che si sono avuti oltreoceano negli ultimi cinque anni.

"In 5 anni abbiamo venduto ben 8 imbarcazioni in US, di cui 6 sopra i 30 metri" afferma Francesco Frediani, direttore commerciale Mangusta. *"Questo grande fervore ci dimostra che i clienti americani conoscono ed apprezzano i maxi open Mangusta, riconoscendone i valori di bellezza estetica, funzionalità e qualità tecnica".*

Le ragioni di tale successo sono molteplici e vanno dall'introduzione sul mercato americano di una nuova serie di modelli, eccellenti per caratteristiche tecniche costruttive e particolarmente adatti per i paradisi nautici della Florida e delle Bahamas, dove si richiede capacità di navigare in bassi fondali, ad una attenta azione di marketing, che ha permesso al pubblico americano di associare sempre di più il brand Mangusta ai nuovi modelli e di apprezzarne i valori.

Ma è sempre e soprattutto il prodotto Mangusta che fa la differenza: uno yacht di grande impatto visivo, iconico nelle sue linee filanti, senza tempo, e di sorprendente comfort di bordo. E c'è la percezione della sua qualità di costruzione e dei suoi elevati contenuti tecnici.

Il Mangusta 110 è l'imbarcazione ideale per gli US perché si sposta velocemente da una località all'altra grazie ai motori MTU 16V2000 M96L che lo spingono oltre i 33 nodi di massima e perché il pescaggio ridotto, di appena 1,70 metri, permette la navigazione in tutti i fondali, compresi appunto quelli bassi americani.

E' perfetto perché scivola elegantemente sull'acqua, in assenza di rumori e vibrazioni, grazie alla propulsione ad idrogetti, nel cui utilizzo il cantiere è stato precursore. Da oltre 30 anni infatti Overmarine Group ha scelto gli idrogetti ed oggi è tra i pochi che li utilizza come standard su tutte le imbarcazioni plananti e semi plananti. In questi anni sono stati fatti vari test e studi di idrodinamica per arrivare ad avere carene ottimizzate e perfettamente funzionali a questo sistema. Un'esperienza pluriennale, unica nel settore nautico, che unita alla continua ricerca ed innovazione tecnica portano ad avere una qualità ingegneristica ed un'affidabilità che durano nel tempo.

E' particolarmente apprezzato per la sua versatilità: la presenza di uno stabilizzatore giroscopico permette di avere prestazioni di massimo confort, all'ancora o in

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La consegna è prevista nell'estate 2018

www.mangustayachts.com

29/11/2017

Mangusta: il maxi open più amato dagli Americani



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Mangusta: il maxi open più amato dagli Americani

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Stampa articolo e-mail (mailto:?subject=From 'pressmare.it'&body=MANGUSTA: IL MAXI OPEN PIÙ AMATO DAGLI AMERICANI%0AMangusta annuncia la vendita di un'altra commessa destinata al mercato americano, un maxi open della serie Mangusta 110. Una vendita che conferma e consolida una serie di risultati eccellenti che si sono avuti oltreoceano negli ultimi cinque an...%0A%0A%0ALEGGI DI PIU': <https://www.pressmare.it/it/cantieri/overmarine/2017-11-28/mangusta-il-maxi-open-piu-amato-dagli-americani-11192>)



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Pronto per il sogno americano il nuovo Mangusta 110



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Pronto per il sogno americano il nuovo Mangusta 110



Mangusta annuncia la vendita di un'altra commessa destinata al mercato americano, un maxi open della serie **Mangusta 110**.



www.reportmotori.it/2017/11/29/mangusta-110/

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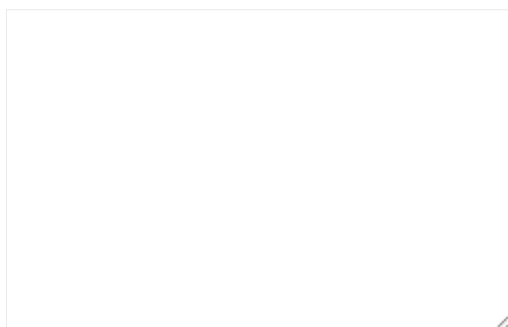
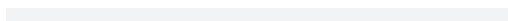
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Why Mangusta is the preferred Maxi Open of the American Boaters?

28-noviembre-2017

Viareggio, November 28, 2017

Mangusta announces the sale of another order for the American market: a maxi open of the Mangusta 110 series. A sale that confirms and consolidates a series of excellent results achieved across the ocean in the past five years.

"In 5 years we have sold 8 vessels to the US, of which 6 beyond 100 feet," said Francesco Frediani, Mangusta's Commercial Director. "This success demonstrates that American clients are familiar with and appreciate Mangusta maxi open yachts, acknowledging their aesthetics, functionality and technical quality".

The reasons of such a success are many and range from the introduction into the American market of a new series of models, excellent for their technical manufacturing characteristics and particularly suitable for the boating paradise of Florida and Bahamas, where it is necessary to cruise in shallow waters, all the way to careful marketing, which allowed the American public to associate more and more the Mangusta brand with the new models and thus appreciate their value.

But it is always and foremost the Mangusta product that makes the difference: a yacht of great visual impact, iconic in its sleek, timeless, lines and of surprising on-board comfort. Moreover, there is the perception of its quality of construction and highly technical contents.

The Mangusta 110 is ideal for the US because it moves fast from one place to the other thanks to the MTU 16V2000 M96L engines that push it beyond 33 knots and because its reduced draft, of just 5' 69", allows navigation at every depth, including in America's shallow waters.

It is perfect because it glides smoothly on the water: an extremely quiet experience overall (no noise or vibrations) thanks to the waterjets propulsion, a feature where the shipyard was a pioneer. In fact, for more than 30 years, Overmarine Group has been using waterjets and to date it is one of the few shipyards that equips them as standard on planing and semi-displacement vessels. In the past few years, several tests and studies in hydro-dynamics were performed to obtain optimized hulls perfectly suitable for this system. The many years of experience, unique in the marine sector, combined with continuous research and technical innovation lead to high engineering and reliability that lasts over time.

It is particularly appreciated for its versatility: the presence of a gyroscopic stabilizer allows obtaining maximum comfort, at sea or at anchor, with any kind of sea and at the lowest speeds, effectively expanding the range of use and optimizing consumption.

Mangusta 110 is loved also for its harmonious blend of style and functionality, such as the sporty look of its lines combined with the comfort of the open spaces, for the ease of handling and manoeuvring, thanks to the introduction of the new Rolls-Royce Kamewa joystick or the dynamic positioning, which ensures that the vessel remains in a specific GPS position, without the influence of tide, wind and flow, and for the second helm station on the sundeck.

Spaces on board are wide, with excellent balance between outdoor and indoor. As per all the Mangusta models, the interiors are designed and built according to the Owner's needs.

This unit, the third one of the series, will have a typical American layout, with a configuration that highlights the functionality of use.

The style will be *Retro Chic* and the Interiors Dept. of the shipyard is already hard at work with the Owner to choose furnishing and decor in line with his wishes.

The delivery of this vessel is expected for the summer 2018.

www.mangustayachts.com

29/11/2017

Third Mangusta 110 superyacht sold to American client - SuperYacht Times



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Third Mangusta 110 superyacht sold to American client

28 November 2017 15:45
New-Build

Written by
Georgia Tindale

The Italian shipyard, Overmarine has announced the sale of another order for the American market: a maxi open of their Mangusta 110 series.



29/11/2017

Third Mangusta 110 superyacht sold to American client - SuperYacht Times

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This unit is the third one of the series and will feature a typical American layout, with its configuration focused on functionality. The interiors will be designed and built according to the owner's needs, with a style of 'retro chic' expected on the finished vessel.

Mangusta 110 features sporty lines and comfortable open spaces, with an emphasis on ease of handling and manoeuvring, thanks to its Rolls-Royce Kamewa joystick. In addition, she also features dynamic positioning, which ensures that the vessel remains in a specific GPS position, without the influence of tide, wind and flow.

Powered by MTU 16V2000 M96L engines, the Mangusta 110 will reach a top speed of over 33 knots, with its shallow draft making it suitable for America's shallow waters.

The vessel is expected to be delivered in summer 2018.

29/11/2017

Third Mangusta 110 motor yacht sold | Boat International



Third Mangusta 110 motor yacht sold

29 NOVEMBER 2017 BY MALCOLM MACLEAN

A new-build 33.8 metre Mangusta 110 motor yacht has been sold by Exocet Marine to an American client.

To be built in GRP by Italian yard [Overmarine](#), this yacht is the third hull in the series and delivery is slated for summer 2018. The new yacht is set to maintain the racy, sporty profile that Mangustas are known for, with an up-to-date exterior aesthetic and greatly expanded outdoor living spaces. An evolution of the Mangusta 108, the new 110 boasts a spacious flybridge, which can host a second helm station.



The Mangusta 110 has a top speed of 33 knots

The standard layout allows for four cabins accommodating up to nine guests. Overmarine offers semi-customisable interior options, allowing for other layout choices and interior styling.

Powered by twin MTU 16V 2000 M96L diesel engines linked to KaMeWa waterjets, she will easily reach a speed of 33 knots while ensuring high stability, low vibration and low noise levels. The Mangusta 110 also features zero-speed gyroscopic stabilisers for comfort at anchor and underway.

Francesco Frediani, commercial director at Overmarine, comments: "This success demonstrates that American clients are familiar with and appreciate Mangusta maxi open yachts, acknowledging their aesthetics, functionality and technical quality."

The Overmarine Group has been using waterjets for more than 30 years, and to date it is one of the few shipyards that installs them as standard on planing and semi-displacement vessels.

The asking price of the [third Mangusta 110](#) has been withheld.

30/11/2017

Venduto negli Usa un Mangusta 110 – Gentedimare2.0

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Venduto negli Usa un Mangusta 110

🕒 30 NOVEMBRE 2017 💬 COMMENTS (0) 📁 BARCHE A MOTORE, CANTIERI, NEWS



Venduto negli Usa un maxi open **Mangusta 110**, ennesima commessa su quel mercato. Si tratta di una vendita che conferma e consolida una serie di risultati eccellenti ottenuti oltreoceano negli ultimi cinque anni dal gruppo **Overmarine** che fa capo alla **famiglia Balducci**.

"In 5 anni abbiamo venduto ben otto imbarcazioni negli Usa, di cui sei sopra i 30 metri- il commento di **Francesco Frediani**, direttore commerciale **Mangusta** – Questo grande fervore ci dimostra che i clienti americani conoscono e apprezzano i maxi open Mangusta, riconoscendone i valori di bellezza estetica, funzionalità e qualità tecnica".


Il maxi open più amato dagli americani è il caso di dire. Le ragioni di tale successo sono molteplici e vanno dall'introduzione sul mercato americano di una nuova serie di modelli, eccellenti per caratteristiche tecniche costruttive e particolarmente adatti per i paradisi nautici della Florida e delle Bahamas, dove si richiede capacità di navigare in bassi fondali, e a un'efficace azione di marketing, che ha permesso al pubblico americano di associare sempre di più il brand Mangusta ai nuovi modelli e di apprezzarne i valori.

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30 NOVEMBRE 2017


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FAST-500

Industry News

Mangusta 110: A First Choice for American Buyers



Mangusta 110: A First Choice for American Buyers

The maxi open of Mangusta 110 series has been announced as the latest American market sale for the Italian innovators, confirming just how the unrivalled features answer the demands of their devoted American client base.

It is no surprise the American Buyer has looked towards Mangusta 110 as the cruising vessel answering the desires of their lifestyle. We assess some of the stand out features that make her a first choice for those looking to cruise the Caribbean in true ocean comfort.

"In 5 years we have sold 8 vessels to the US, of which 6 beyond 100 feet," said Francesco Frediani, Mangusta's Commercial Director. "This success demonstrates that American clients are familiar with and appreciate Mangusta maxi open yachts, acknowledging their aesthetics, functionality and technical quality"

The Perfect Blue-Water Playground

Since their introduction into the American market, a new series of models with a reputation of exceptional technical manufacturing make her perfectly suited for the boating epicentre of Florida and Bahamas, where it is necessary to cruise in shallow waters. Distinguishing Mangusta 110 series as the perfect Caribbean vessel, it is clear to see her size and suitability make her the ultimate stand out superyacht.

Design Innovation at Work

Mangusta 110's visual impact is striking yet elegant; sleek lines and contemporary silhouette as well as timeless style that meets on-board comfort. With American clients universal understanding of Italian quality, Mangusta's credibility of construction fuses with design reflecting an expansive on board space blending indoor and outdoor living. As per all the Mangusta models, the interiors are designed and built according to unique owner needs.

This unit, the third one of the series, will have a typical American layout, with a configuration that highlights the functionality of use. Described as a "retro chic" style, the furnishing and decor will answer each specific owner needs.

A Smooth Ocean Glide

For true ocean comfort, Mangusta 110 boasts a quiet, serene and no noise or vibrations thanks to the waterjets propulsion, a feature where the shipyard was a pioneer. The presence of a gyroscopic stabilizers also allow maximum comfort at sea, or at anchor. Likewise the introduction of the new Rolls-Royce Kamewa joystick ensures that the vessel remains in a specific GPS position, without the influence of tide, wind and flow, and for the second helm station on the sundeck.

When it comes to size and specialism, Isabella Picco, Chief Communication Officer, shares with us the exciting direction of Mangusta. "We have more than 30 years experience building, growing bigger and bigger in yacht size. From the very beginning we started with smaller sizes, now, even if our range goes from 72 up to 165, our popular production is between 30-50m market."

The delivery of this vessel is expected for the summer 2018, we look forward to following the update of Mangusta 110.

By: Christina Tsangaris
Published: 30th Nov 2017

"This success demonstrates that American clients are familiar with and appreciate Mangusta maxi open yachts, acknowledging their aesthetics, functionality and technical quality"

Francesco Frediani,
Mangusta's Commercial Director.



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MOTOR YACHTS

CANNES YACHTING FESTIVAL



« Cerri Cantieri Navali is the first yacht built under the new administration. She measures 50m LOA and is made of aluminum. Featuring a light aluminum alloy hull, the MY Elisa has been penciled by design firm Studio Bacigalupo, while her interiors are by Studio Valiadis.

Sunseeker Yachts displayed their range of motor yachts. Visitors to the Sunseeker stand had the opportunity to view the world premiere of Predator 57 MK II, along with the new Manhattan 66, 68 Sport Yacht and the 131 Yacht, all making their first appearance at the show.



MANGUSTA Oceano 43, one of the most impressive yachts at the show, is a tri-deck designed by Alberto Mancini which was awarded at the World Yachts Trophies the "Best Layout" title in the 38-54m category



The new creation by Santarozzi and the official debut of the SX line will be the new motoryacht SX86 at 26.70m LOA and the first crossover model for Santarozzi.



« The Swedish Delta Powerboats boast top quality construction. This is the D54 Carbone featuring a maximum length of 17.95 m and a 4.60m beam.

OTAM 60 HT Millennium. A world premiere for the new yacht of the Italian OTAM that took us on a mini cruise. Fully customized, top quality built capable of 48 knots.



« The new Azimut S2, which with 21m LOA is ideally positioned between the 555 and the 775, extending and enriching the shipyard's Sports Collection. The exterior has been designed by Stefano Righini.

Prestige presented their full range of models. Here are the large Prestige 680 & 750



BAGLIETTO MY19. This 19.50m project represents the natural evolution of the MY13 and has been designed by Francesco Paszkowski Design. Entirely built in aluminum, she can reach a maximum speed of 40 knots.



« The Dutch Vanquish Yachts are made of aluminum. At the Show we saw the new VQ48, designed by Guido de Groot and his team. Moreover, we saw the revolutionary Vangraff VQ16, a crossover between a superyacht tender and a water scooter.



December 2017

4/12/2017

Overmarine Group sells third motor yacht in the Mangusta 110 series | YachtNews

OVERMARINE GROUP SELLS THIRD MOTOR YACHT IN THE MANGUSTA 110 SERIES



Italian shipyard **Overmarine Group** has announced the sale of the third motor yacht in its **Mangusta 110** series.



Unveiled at the **Miami International Boat Show 2014**, this successful model has a length overall of **33.77m**, a maximum beam of **7.18m** and a shallow draught of **1.70m**.

Powered by two **MTU 16V 2000 M96L 2,600bhp** diesel engines, each one coupled to a **Rolls-Royce Kamewa S3-63** waterjet, it boasts a maximum speed of **33 knots**.

The third unit is expected to be handed over to its American owner in **Summer 2018**.

www.mangustayachts.com

4/12/2017

Yacht di lusso Mangusta 110: nuovo esemplare venduto negli USA

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Yacht di lusso Mangusta 110: nuovo esemplare venduto negli USA

Di **Rosario Scelsi** | sabato 2 dicembre 2017

Mangusta è un maxi open molto amato dagli americani. Negli USA venduto un nuovo esemplare dello yacht di lusso 110 di 34 metri.



Un altro esemplare dello **yacht di lusso Mangusta 110** è stato venduto sul mercato americano, dove il maxi open del cantiere italiano gode di forti apprezzamenti, anche in virtù delle eccellenti caratteristiche costruttive, che ne fanno percepire la qualità.

Il potere di richiamo si lega in gran parte alle doti estetiche e funzionali, con uno splendido impatto visivo frutto di linee filanti e senza tempo e con un sorprendente comfort a bordo.

Yacht di lusso Magusta 110 caratteristiche

Lo yacht di lusso Mangusta 110 è l'imbarcazione ideale per gli USA perché si sposta velocemente da una località all'altra grazie ai motori MTU 16V2000 M96L che lo spingono oltre i 33 nodi di massima e perché il pescaggio ridotto, di appena 1.70 metri, permette la navigazione in tutti i fondali, compresi quelli bassi dei paradisi nautici della Florida e delle Bahamas.

Questo gioiello nautico di circa 34 metri scivola elegantemente sull'acqua, senza rumori e vibrazioni, grazie alla propulsione ad idrogetti. La presenza di uno stabilizzatore giroscopico consente di avere prestazioni di massimo comfort, all'ancora o in navigazione, con ogni mare ed a velocità più basse, ampliandone di fatto il range di utilizzo ed ottimizzandone i consumi.

Ampi gli spazi a bordo, con grande equilibrio tra outdoor ed indoor. Come negli altri modelli della famiglia Mangusta, anche qui gli interni sono realizzati sulla base delle esigenze dell'armatore. Nello specifico, l'unità di cui si parla (che è la terza della serie) avrà uno stile degli spazi coperti di taglio Retrò Chic: l'Ufficio Interiors del cantiere è già al lavoro insieme al committente per la scelta di arredi e decori in linea con quanto desiderato. La consegna è prevista nell'estate 2018.

Yachting

Mangusta Sells Hull No. 3 of its 110 Maxi Open Yacht

Hull No. 3 of the Mangusta 110 is expected to cruise in the United States.

By KIM KAVIN DECEMBER 2, 2017

0 Comments

Italian yacht builder Mangusta has sold Hull No. 3 of its 110 maxi open series. The yacht is bound for the United States, with delivery expected in summer 2018.

"In five years we have sold eight vessels to the U.S., of which six [are] beyond 100 feet," Francesco Frediani, Mangusta's commercial director, stated in a press release. "This success demonstrates that American clients are familiar with and appreciate Mangusta maxi open yachts, acknowledging their aesthetics, functionality and technical quality."

The Mangusta 110 has twin MTU 16V2000 M96L engines that allow a top speed of more than 33 knots. The yacht's draft of less than 6 feet allows for shallow-water cruising, including in the Bahamas.

How will the inside look? The owner has ordered what Mangusta calls a "retro chic" décor.

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21/12/2017

Fourth Mangusta 110 motor yacht sold | Boat International



Fourth Mangusta 110 motor yacht sold

18 DECEMBER 2017 BY MALCOLM MACLEAN

A new-build 33.8 metre Mangusta 110 motor yacht has been sold by [Overmarine](#) Group to a European client.

This all-GRP yacht is the fourth hull in the series and delivery is slated for summer 2019. The new yacht is set to maintain the racy, sporty profile that Mangustas are known for, with an up-to-date exterior aesthetic and greatly expanded outdoor living spaces. An evolution of the Mangusta 108, the new 110 boasts a spacious flybridge, which can host a second helm station.



The asking price of the Mangusta 110 motor yacht has been withheld

The standard layout allows for four cabins accommodating up to nine guests, in an interior designed by [Piet Boon](#). Overmarine offers semi-customisable interior options, allowing for other layout choices and interior styling.

The distinctive characteristics, as for all Mangusta models, are the large volumes onboard, the comfort of the open areas and the optimal balance between indoor and outdoor spaces.

21/12/2017

Fourth Mangusta 110 motor yacht sold | Boat International

Powered by twin MTU 16V 2000 M96L diesel engines linked to KaMeWa waterjets, she will easily reach a speed of 33 knots while ensuring high stability, low vibration and low noise levels. The Mangusta 110 also features zero-speed gyroscopic stabilisers for comfort at anchor and underway.

The Overmarine Group has been using waterjets for more than 30 years, and to date it is one of the few shipyards that installs them as standard on planing and semi-displacement vessels.

The asking price of the [Mangusta 110](#) has been withheld.

20/12/2017

Mangusta anuncia a venda de mais uma Maxi Open 110 - Boat Shopping

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Mangusta anuncia a venda de mais uma Maxi Open 110

O ano de 2017 provou ter sido muito proveitoso para o Grupo Overmarine, com a entrega de 4 embarcações com mais de 40 m e 10 iates em construção, dos quais 5 estarão prontos no...

18/12/2017 12:21 0 0 115 Visualizações



20/12/2017

Mangusta anuncia a venda de mais uma Maxi Open 110 - Boat Shopping

O ano de 2017 provou ter sido muito proveitoso para o Grupo Overmarine, com a entrega de 4 embarcações com mais de 40 m e 10 iates em construção, dos quais 5 estarão prontos no próximo verão. Tudo isso com um recorde notável: em 2018, a empresa fornecerá modelos das três linhas de produtos. A primeira 54 metros da nova linha de deslocamento rápido, a Mangusta Gransport 54; a 46 metros da linha de deslocamento, a Mangusta Oceano e três unidades da linha Maxi Open.

O ano encerra também com um aumento de pedidos: algumas semanas após o último anúncio, o Grupo anuncia a venda do seu quinto iate de 2017. É outra Maxi Open da série Mangusta 110, casco 4, destinada a um proprietário europeu.

A potência vem de dois motores MTU 16V 2.000 M96L que possibilita uma velocidade máxima de mais de 33 nós.

Este modelo desliza elegantemente sobre a água, sem vibrações e ruído, graças à sua propulsão a jato. A característica distintiva, como para todos os modelos Mangusta, são também os grandes volumes a bordo, o conforto das áreas abertas e o equilíbrio ideal entre espaços internos e exteriores. É um iate que expressa claramente o conforto e o luxo desejados para os seus hóspedes que podem desfrutar de muitas áreas de privacidade e socialização dentro e "ao ar livre".

O calado de apenas 1,70 metros, permite navegar também em águas rasas. Pode ser manobrado facilmente através do joystick e está equipado com posicionamento dinâmico, o que permite que o navio permaneça em uma posição específica sem ser afetado pela maré, vento e corrente.

A pedido do Cliente, o design de interiores foi confiado ao famoso designer holandês Piet Boon, que, em cooperação com o Escritório de Design e Decoração, fabricará, de acordo com a tradição de Mangusta, um iate exclusivo e personalizado que satisfaça as escolhas estilísticas e as necessidades de estilo de vida de seu proprietário.

A entrega deste navio está programada para 2019.

Mangusta



Redação

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Overmarine vende l'ennesimo Mangusta 110

🕒 18 DICEMBRE 2017 💬 COMMENTS (0)

📁 BARCHE A MOTORE, CANTIERI, NEWS



Overmarine vende un **Mangusta 110** a un armatore europeo e chiude in bellezza il 2017. A poche settimane dalla vendita dello stesso modello a un armatore americano, infatti, il gruppo che fa capo alla **famiglia Balducci** annuncia la nuova commessa per l'ennesimo modello della fortunata serie. Si tratta del quinto yacht venduto nell'anno che sta per finire. Non solo. Il cantiere di Viareggio sarà protagonista anche nel 2018

20/12/2017

Overmarine vende l'ennesimo Mangusta 110 – Gentedimare2.0

con quattro imbarcazioni sopra i 40 metri in consegna e altre dieci in costruzione, cinque delle quali saranno pronte entro l'estate prossima. Un primato da fare invidia perché si tratta di unità che riguardano tutte le linee di prodotto: il primo 54 metri della gamma Fast Displacement – **Mangusta Gransport 54** – il **46 metri della linea dislocante** e tre **Maxi Open**.

La principale peculiarità di Mangusta 110 è la *performance*, nelle sue diverse accezioni.

Velocità: i motori **Mtu 16V2000 M96L** spingono lo scafo oltre i 33 nodi di massima.

Comfort: questo modello scivola elegantemente sull'acqua, senza rumori e vibrazioni, grazie alla propulsione a idrogetti. La presenza di un sistema di stabilizzazione giroscopica permette di ridurre rollio e beccheggio, ottimizzando il confort all'ancora e in navigazione anche in condizioni di mare formato.

Funzionalità: l'immersione ridotta – appena 1,70 metri – consente di navigare anche nei fondali bassi. Facilmente manovrabile tramite joystick, è dotato della funzione *dynamic positioning*. **Qualità:** l'esperienza pluriennale della famiglia Balducci nella costruzione di grandi navi e la continua ricerca-innovazione tecnica, garantiscono elevata qualità ingegneristica e affidabilità che durano nel tempo.

Su richiesta dell'armatore, lo studio degli interni è stato affidato al noto designer olandese **Piet Boon**.

“Dietro vendita ci sono sicuramente un prodotto che funziona e un armatore innamorato – il commento di **Francesco Frediani**, direttore commerciale Mangusta – Ma c'è anche un grande lavoro di squadra, sia durante la trattativa sia nella fase di costruzione”.

La consegna del nuovo **Mangusta 110** è prevista per il 2019.



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20/12/2017

Ancora una vendita per Mangusta yachts

DICEMBRE 18, 2017 - MANGUSTA

ANCORA UNA VENDITA PER MANGUSTA YACHTS

Viareggio, 18 dicembre 2017

Il 2017 è stato un anno pieno di soddisfazioni per Overmarine Group, con la consegna di ben 4 imbarcazioni sopra i 40m e con 10 #yacht (http://lulop.com/it_IT/tag/yacht/index) in costruzione, di cui 5 che saranno pronti la prossima estate. Con un importante primato, perché nel 2018 verranno consegnati modelli di tutte e tre le diverse linee di #prodotto (http://lulop.com/it_IT/tag/prodotto/index): il primo 54m della nuova linea dei Fast Displacement, denominato #mangusta (http://lulop.com/it_IT/tag/mangusta/index) Gransport 54, il 46m della linea dislocante e tre Maxi Open.

L'anno si chiude anche con un incremento ordini: a poche settimane dal precedente annuncio, si comunica oggi la vendita del quinto #yacht (http://lulop.com/it_IT/tag/yacht/index) del 2017. Si tratta di un altro Maxi Open della serie #mangusta (http://lulop.com/it_IT/tag/mangusta/index) 110, lo scafo n. 4, destinato ad un Armatore europeo.

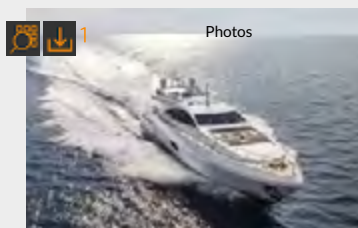
La principale peculiarità di questa imbarcazione è racchiusa nella parola *performance*, nelle sue diverse accezioni.

In termini di velocità: i motori MTU 16V2000 M96L lo spingono oltre i 33 nodi di massima.

In termini di comfort a bordo: questo modello scivola elegantemente sull'acqua, in assenza di rumori e vibrazioni, grazie alla propulsione ad idrogetti. La presenza di un sistema di stabilizzazione giroscopica permette di ridurre rollio e beccheggio, ottimizzando il confort all'ancora ed in navigazione anche in condizioni di mare formato. Caratteristica distintiva, come per tutti i #mangusta (http://lulop.com/it_IT/tag/mangusta/index), sono anche gli importanti volumi di bordo, la comodità delle aree all'aperto ed il bilanciamento ottimale tra indoor ed outdoor. Si tratta di uno yacht che esprime chiaramente il confort ed il #lusso (http://lulop.com/it_IT/tag/lusso/index) voluto per l'ospite che, a bordo, può godere di molteplici aree di privacy o di socializzazione, sia all'interno sia all'esterno, e vivere una vacanza che ogni giorno può cambiare di paesaggio, passando da una località all'altra in pochissime ore.

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Mangusta 110 Makes for a Very Maxi Christmas - Megayacht News



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Mangusta 110 Makes for a Very Maxi Christmas

DECEMBER 18, 2017 ([HTTPS://MEGAYACHTNEWS.COM/2017/12/MANGUSTA-110-MAKES-MAXI-CHRISTMAS/](https://megayachtnews.com/2017/12/MANGUSTA-110-MAKES-MAXI-CHRISTMAS/)) DIANE M. BYRNE
 ([HTTPS://MEGAYACHTNEWS.COM/AUTHOR/DIANEMBYRNE/](https://megayachtnews.com/author/dianembyrne/))

What better way to get into the holiday spirit than to treat yourself to a megayacht? That seems to be the thinking of at least one European. He's the latest customer to commission a Mangusta 110. Specifically, she's hull number four of this Mangusta (<https://www.mangustayachts.com/>) maxi open series.

The sale makes for a very merry (or should we say very maxi) Christmas for Overmarine Group, too. The builder says this sale marks five megayachts inked this year. In addition, though this Mangusta 110 sees delivery in 2019, the Italian yard has five yachts set for delivery by next summer.

In keeping with tradition, the Mangusta 110 is a speedy craft. She should see a maximum speed upwards of 33 knots under 2,600-hp MTU power, coupled with waterjets. Given the 5'6" (1.7-meter) draft, she should also access a good number of shallow areas if the owner so desires. Another welcome performance feature: station-keeping. Akin to Dynamic Positioning, the megayacht can stay in one specific spot without use of her anchor. It also means she can stay in place without wind or current moving her off. For comfort underway gyroscopic stabilizers get activated.

Of course, another hallmark of Mangusta megayachts is the open nature of the alfresco areas as well as the interior areas. The foredeck is certainly a group-friendly playground, given a significant-size sunpad and U-shape settee, with tables. Another good-size sunpad sits aft on the main deck, while the flying bridge welcomes sun worshippers, diners, and loungers. On a related note, the Mangusta 110 is among the few open maxi megayachts with a flying bridge.

In terms of the interior, the owner is keeping some details private. However, in an unusual move, he's tapped Piet Boon for the decor. The Dutch studio has designed a few megayachts over the years, though this is the first time collaborating with Overmarine Group. The shipyard's own furnishings division is making several of the custom-commissioned pieces, too.

To learn more about what this owner may do, read our onboard feature on hull number one (<https://megayachtnews.com/2014/02/mangusta-110/>) of the series.

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ANCORA UNA VENDITA PER MANGUSTA YACHTS

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ANCORA UNA VENDITA PER MANGUSTA YACHTS

18 dicembre 2017



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ANCORA UNA VENDITA PER MANGUSTA YACHTS

Scritto da **Nautica Editrice**

Viareggio, 18 dicembre 2017

Il 2017 è stato un anno pieno di soddisfazioni per Overmarine Group, con la consegna di ben 4 imbarcazioni sopra i 40m e con 10 yacht in costruzione, di cui 5 che saranno pronti la prossima estate. Con un importante primato, perché nel 2018 verranno consegnati modelli di tutte e tre le diverse linee di prodotto: il primo 54m della nuova linea dei Fast Displacement, denominato Mangusta Gransport 54, il 46m della linea dislocante e tre Maxi Open.

L'anno si chiude anche con un incremento ordini: a poche settimane dal precedente annuncio, si comunica oggi la vendita del quinto yacht del 2017. Si tratta di un altro Maxi Open della serie Mangusta 110, lo scafo n. 4, destinato ad un Armatore europeo.

La principale peculiarità di questa imbarcazione è racchiusa nella parola *performance*, nelle sue diverse accezioni.

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In termini di funzionalità: l'immersione ridotta, di appena 1,70 metri, permette la navigazione anche nei fondali bassi. E' facilmente manovrabile tramite joystick ed è dotato della funzione dynamic positioning, che fa sì che l'imbarcazione resti ferma in una determinata posizione interfacciandosi con il sistema GPS e gli anemometri di bordo.

In termini di qualità: l'esperienza pluriennale della famiglia Balducci nella costruzione di grandi navi unita alla continua ricerca ed innovazione tecnica portano ad avere una qualità ingegneristica ed un'affidabilità che durano nel tempo.

A questo si aggiunge uno stile fatto di linee filanti e sportive, un classico senza tempo che ha reso i Maxi Open Mangusta delle vere icone.

Su richiesta del Cliente, lo studio degli interni è stato affidato al noto designer olandese Piet Boon che, in collaborazione con l'Ufficio Design & Decoration del Cantiere realizzerà, come da tradizione Mangusta, un'imbarcazione unica, completamente custom, adatta a soddisfare le esigenze stilistiche e di vita a bordo del suo Armatore.

“Dietro ad ogni vendita ci sono sicuramente un prodotto che funziona ed un Armatore innamorato.” Così commenta Francesco Frediani, direttore commerciale Mangusta. *“Ma c'è anche un grande lavoro di squadra, sia durante la fase pre-contrattuale che durante la costruzione dell'imbarcazione”.*

Questo ennesimo successo è il risultato dell'intensa attività strategica che Mangusta, in collaborazione con i suoi partner commerciali, sta svolgendo in tutti i mercati principali.

In questo caso il ringraziamento va a Michl Marine, di Manfred Michl, con sede a Marina Ibiza, Baleari, egregiamente coadiuvato da Giuseppe Mazza, Area Manager Mangusta per North & South Europe.

La consegna è prevista per il 2019

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Il 2017 è stato un anno pieno di soddisfazioni per Overmarine Group, con la consegna di ben 4 imbarcazioni sopra i 40m e con 10 yacht in costruzione, di cui 5 che saranno pronti la prossima estate. Con un importante primato, perché nel 2018 verranno consegnati modelli di tutte e tre le diverse linee di prodotto: il primo 54m della nuova linea dei Fast Displacement, denominato Mangusta Gransport 54, il 46m della linea dislocante e tre Maxi Open.

L'anno si chiude anche con un incremento ordini: a poche settimane dal precedente annuncio, si comunica oggi la vendita del quinto yacht del 2017. Si tratta di un altro Maxi Open della serie Mangusta 110, lo scafo n. 4, destinato ad un Armatore europeo.

La principale peculiarità di questa imbarcazione è racchiusa nella parola performance, nelle sue diverse accezioni.

In termini di velocità: i motori MTU 16V2000 M96L lo spingono oltre i 33 nodi di massima.

In termini di comfort a bordo: questo modello scivola elegantemente sull'acqua, in assenza di rumori e vibrazioni, grazie alla propulsione ad idrogetti. La presenza di un sistema di stabilizzazione giroscopica permette di ridurre rollio e beccheggio, ottimizzando il confort all'ancora ed in navigazione anche in condizioni di mare formato. Caratteristica distintiva, come per tutti i Mangusta, sono anche gli importanti volumi di bordo, la comodità delle aree all'aperto ed il bilanciamento ottimale tra indoor ed outdoor. Si tratta di uno yacht che esprime chiaramente il confort ed il lusso voluto per l'ospite che, a bordo, può godere di molteplici aree di privacy o di socializzazione, sia all'interno sia all'esterno, e vivere una vacanza che ogni giorno può cambiare di paesaggio, passando da una località all'altra in pochissime ore.

In termini di funzionalità: l'immersione ridotta, di appena 1,70 metri, permette la navigazione anche nei fondali bassi. E' facilmente manovrabile tramite joystick ed è dotato della funzione dynamic positioning, che fa sì che l'imbarcazione resti ferma in una determinata posizione interfacciandosi con il sistema GPS e gli anemometri di bordo.

In termini di qualità: l'esperienza pluriennale della famiglia Balducci nella costruzione di grandi navi unita alla continua ricerca ed innovazione tecnica portano ad avere una qualità ingegneristica ed un'affidabilità che durano nel tempo.

A questo si aggiunge uno stile fatto di linee filanti e sportive, un classico senza tempo che ha reso i Maxi Open Mangusta delle vere icone.

Su richiesta del Cliente, lo studio degli interni è stato affidato al noto designer olandese Piet Boon che, in collaborazione con l'Ufficio Design & Decoration del Cantiere realizzerà, come da tradizione Mangusta, un'imbarcazione unica, completamente custom, adatta a soddisfare le esigenze stilistiche e di vita a bordo del suo Armatore.

“Dietro ad ogni vendita ci sono sicuramente un prodotto che funziona ed un Armatore innamorato.” Così commenta Francesco Frediani, direttore commerciale Mangusta. “Ma c'è anche un grande lavoro di squadra, sia durante la fase pre-contrattuale che durante la costruzione dell'imbarcazione”.

Questo ennesimo successo è il risultato dell'intensa attività strategica che Mangusta, in collaborazione con i suoi partner commerciali, sta svolgendo in tutti i mercati principali.

In questo caso il ringraziamento va a Michl Marine, di Manfred Michl, con sede a Marina Ibiza, Baleari, egregiamente coadiuvato da Giuseppe Mazza, Area Manager Mangusta per North & South Europe.

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Anno pieno di soddisfazioni per Overmarine Group, grazie alla consegna di ben 4 imbarcazioni sopra i 40m e con 10 yacht in costruzione, di cui 5 che saranno pronti la prossima estate

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In termini di qualità: l'esperienza pluriennale della famiglia Balducci nella costruzione di grandi navi unita alla continua ricerca ed innovazione tecnica portano ad avere una qualità ingegneristica ed un'affidabilità che durano nel tempo. A questo si aggiunge uno stile fatto di linee filanti e sportive, un classico senza tempo che ha reso i Maxi Open **Mangusta** delle vere icone. Su richiesta del Cliente, lo studio degli interni è stato affidato al noto designer olandese Piet Boon che, in collaborazione con l'Ufficio Design & Decoration del Cantiere realizzerà, come da tradizione **Mangusta**, un'imbarcazione unica, completamente custom, adatta a soddisfare le esigenze stilistiche e di vita a bordo del suo Armatore. *“Dietro ad ogni vendita ci sono sicuramente un prodotto che funziona ed un Armatore innamorato”*. Così commenta Francesco Frediani, direttore commerciale Mangusta. *“Ma c'è anche un grande lavoro di squadra, sia durante la fase pre-contrattuale che durante la costruzione dell'imbarcazione”*. Questo ennesimo successo è il risultato dell'intensa attività strategica che **Mangusta**, in collaborazione con i suoi partner commerciali, sta svolgendo in tutti i mercati principali. In questo caso il ringraziamento va a Michl Marine, di Manfred Michl, con sede a Marina Ibiza, Baleari, egregiamente coadiuvato da Giuseppe Mazza, Area Manager **Mangusta** per North & South Europe. La consegna è prevista per il 2019

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Fourth Mangusta 110 superyacht sold

18 December 2017 15:00

New-Build

Written by
Georgia Tindale

The Italian shipyard Overmarine has announced the sale of another Maxi Open from their Mangusta 110 series to a European owner - the fourth unit in the series.



The 33.8-metre superyacht has sleek and sporty lines with a timeless, contemporary design. In terms of functionality, the superyacht's reduced draft of just 1.70-metres allows her easy cruising also in shallow

20/12/2017

Fourth Mangusta 110 superyacht sold - SuperYacht Times

waters, with her dynamic positioning allowing the vessel to remain in a specific GPS position without being affected by the tide, wind and current.

The design of the vessel comes from the drawing boards of the Netherlands-based designer Piet Boon in collaboration with the in-house design and decoration office from Overmarine.

"Behind every sale we make, there is certainly a good product and an owner in love," said Francesco Frediani, Mangusta's Commercial Director. "However, there is also significant teamwork, both during the pre-contractual phase and during the manufacturing of the vessel".

Powered by MTU 16V2000 M96L engines, the Mangusta 110 will reach an impressive top speed of over 33 knots. Delivery of the vessel is scheduled for 2019.

21/12/2017

Mangusta 110 fourth hull sold to a European client - Yacht Harbour

The screenshot shows a web page from Yacht Harbour. At the top left is the 'YACHT HARBOUR' logo. To the right are search and login icons. Below the logo is a navigation menu with links: DATABASE, YACHTS FOR SALE, YACHTS FOR CHARTER, NEWS, and TIMELINE. The main content area features a large image of a white Mangusta 110 yacht on the water. Overlaid on the image is the title 'Mangusta 110 fourth hull sold to a European client' in large white text. Above the title is a 'YACHT NEWS' tag. Below the title, it says 'December 21, 2017' and '51' views. At the bottom of the article preview, there are social media sharing buttons for Facebook (11 likes), Twitter, and Google+.

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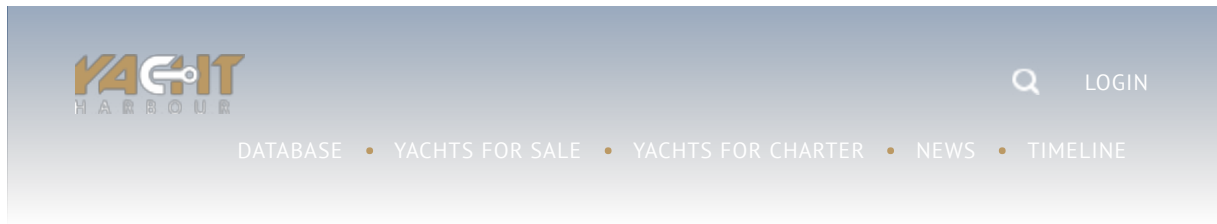
Mangusta 110 fourth hull sold to a European client

December 21, 2017 51

Yacht Harbour > Mangusta 110 fourth hull sold to a European client

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Overmarine group, mostly known for its trademark Mangusta and Mangusta Oceano yachts with the bow, has reported the sale of the fourth in-build boat in the 33.8-meter Mangusta 110 series



In 2019 the European owner will finally take delivery of his all-GRP sporty looking yacht design. The Mangusta 110 model boasts an extensive flybridge that is able to house a second helm station. It features a forward lounging area and a vast space aft with a spa tub, which may be converted into a sun pad. It also has a lead to the water-level beach deck and a tender garage.

The semi-customizable interior layout offers accommodation for up to nine guests in four staterooms. The yacht features Boon's luxurious styling.

The superyacht is powered by twin MTU engines of 2.600 hp each, giving her a top speed of 33 knots and a range of 31 knots. Mangusta 110's maximum range is estimated at 350 nautical miles.

Propelled by Rolls-Royce KaMeWa water-jets contained within the hull, the yacht is able to operate in shallow water. This type of drive reduces drag and makes for a significant safety factor for people swimming near the yacht.

21/12/2017

Launch of fifth yacht caps off good year for Overmarine :: IBI Plus International Boat Industry



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Launch of fifth yacht caps off good year for Overmarine

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Hull number 4 of Mangusta 110 destined for 2019 delivery

The Overmarine Group has announced the sale of its fifth yacht this year - another Maxi Open version of the Mangusta 110 series, hull no. 4, destined for a European owner. It caps off a good year for the Italian builder that has delivered 4 vessels over 40m and has 10 yachts under construction, of which 5 will be ready next summer. The builder says it will deliver models across all three its product lines in 2018: The first 54m of the new Fast Displacement line, the Mangusta Gransport 54; the 46m of the Mangusta Oceano displacement line and three Maxi Open Mangusta vessels.



1 Image(s)

The recently sold Hull number 4 features MTU 16V2000 M96L engines that push the 110 to over 33 knots of maximum speed and with a reduced draft of just 1.70 meters, can cruise in shallow waters.

On request of the client, interior design was entrusted to Netherlands-based designer Piet Boon who, in cooperation with the in-house Design & Decoration Office that will manufacture, as per Mangusta's tradition, a bespoke custom built yacht.

Delivery is scheduled for 2019.

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Mangusta Maxi Open

21-diciembre-2017

Mangusta anuncia la venta de otro de sus modelos por el mercado americano: se trata de un maxi open de la serie Mangusta 110. Una venta que confirma y consolida sus resultados excelentes alcanzados en los cinco años pasados. Este éxito se manifiesta porque los clientes americanos son muy familiares y aprecian este tipo de Mangusta por sus espacios abiertos y su estética, funcionalidad y calidad técnica. Los motivos de tal éxito son muchos y la gama de la introducción en el mercado americano de una nueva serie de modelos, excelentes para sus características técnicas de su fabricación y conveniente para paraísos como Florida y Bahamas., donde es necesario navegar sobre aguas bajas. Mangusta 110 es ideal para EU se mueve con rapidez gracias al MTU 16V2000 M96L motores que lo empujan más allá de 33 nudos.

<http://www.mangustayachts.com>





www.mangustayachts.com

Mangusta is a brand of Overmarine Group