

40 YEARS MANGUSTA



WE ARE DREAM SHAPERS

The Mangusta dream

An idea of freedom transformed into form: clean lines, speed and comfort shaped by Italian design.

40 Years of innovation

Infused fiber, clear thinking: robust solutions and enduring beauty.

SPECIAL EDITION

press*Mare*



CONTENTS

THE MANGUSTA DREAM

GIUSEPPE BALDUCCI **4**
MILESTONES **5**

MAURIZIO AND KATIA BALDUCCI

THE GENERATIONAL TRANSITION **8**
THREE GENERATIONS AT THE HELM **10**

40 YEARS OF INNOVATION

INNOVATION **11**
MANGUSTA 80 **12**
MANGUSTA 165 **15**
MANGUSTA OCEANO & MANGUSTA GRANSPORT **18**

PROJECTED INTO THE FUTURE

THE ART OF INTELLIGENT INNOVATION **21**



MANGUSTA

THE MANGUSTA DREAM

AND THE LEGACY OF A
**FAMILY-RUN SHIPBUILDING
ENTERPRISE**

GIUSEPPE BALDUCCI

On **10 June 2024**, Giuseppe Balducci passed away. Founder of the Overmarine Group and a central figure of Italian yachting for the past fifty years, he embodied the archetype of the self-made entrepreneur. In 2022, Confindustria Nautica recognised this contribution by naming him a "Pioneer of Nautical Industries". His passing marked the end of a generation of authentic builders—individuals capable of creating, innovating and looking beyond the horizon without ever losing touch with their roots.

His legacy, however, continues within one of the most solid industrial realities in the international yacht and shipbuilding sector: Viareggio-based Overmarine Group.



The holding encompasses:

- Effebi – founded in 1983, specialised in fiberglass and composite construction for vessels from 8 to 50 metres, supplying the commercial, military and leisure sectors, including hulls and decks for Mangusta;
- Mangusta, created in 1985, today building superyachts in composite and metal;
- Elettromare, specialised in the design, installation and maintenance of electrical and electronic systems.

A family capable of interpreting and projecting Balducci's vision into the future.

1937



Giuseppe Balducci was born in **1937** in Limite sull'Arno, a Tuscan village with ancient shipbuilding traditions. At 16, he began working as an electrician at the Picchiotti shipyard in Viareggio—intense years that allowed him to gain deep knowledge of yachts, shipyards and the potential of a sector in rapid transformation.

1971



When Picchiotti went bankrupt in **1971**—after almost twenty years of Balducci's career—he chose to start his own business. Elettromare was born, specialising in marine electrical systems, and remains active and well-respected today.

His activity in Italy and abroad, including the first business trips to the United States, soon led him to intuit the potential of composite materials—particularly fiberglass—for high-performance, durable vessels. He founded Effebe in Massarosa to produce composite hulls for several Viareggio and Tuscan shipyards.

1985



The turning point came in **1985** with the creation of Overmarine Group and the Mangusta brand. The name was a strategic choice: the mongoose is the only animal capable of facing the cobra—a reference to Tecnomarine's "Cobra", then a benchmark in performance yachtbuilding.

1992



Mangusta was conceived to revolutionise the open yacht concept: fast, streamlined boats with generous spaces and innovative solutions for the era. The first major commercial success was the Mangusta 80, launched in **1992** and built in 85 units—an extraordinary figure for the segment.

2012



With the new millennium, the Balducci family recognised a shift in market expectations: not only speed and design, but also autonomy, versatility, silence and large interior volumes. This led to two new metal-built lines:

- Mangusta GranSport
- Mangusta Oceano

To support this expansion, a new facility was inaugurated in Pisa in **2012** for the construction of steel and aluminium hulls. Today it builds yachts up to 55 metres with an almost entirely in-house production chain—ensuring quality, customisation, full process control and reliable delivery times.

2016-2021



2016 saw the launch of the first Mangusta Oceano 42, followed by increasingly sophisticated models, such as the GranSport 54 El León, flagship of the line, which completed a world tour in three years.

In **2021** came the revolutionary Mangusta 165 REV, designed by Lobanov Design, redefining the open yacht concept.

MAURIZIO AND KATIA BALDUCCI

THE GENERATIONAL **TRANSITION**



MAURIZIO BALDUCCI

Born in 1968, Maurizio joined his father from the earliest years of the business and is regarded as one of the most competent managers in Italy's yachting sector. Under his leadership, Overmarine consolidated internationalisation, opening commercial branches in the United States and building a strategic representation network in key markets.

A strong advocate of technological innovation, he oversaw the development of the displacement lines and the introduction of energy-efficiency projects for new models.

He has also been active within the industry's institutional landscape: Vice President of Confindustria Nautica from 2015 to 2025, he has focused on promoting Made in Italy, safeguarding the supply chain, and supporting training for new generations of technicians and designers.



KATIA BALDUCCI

A central figure in Overmarine Group's strategy, Katia Balducci—like her brother—strongly believes in the value of association-driven development. For nearly ten years she has served as President of Navigo, the Tuscan nautical innovation and development organisation.

She was recently appointed President of the Advisory Commission of the Port Authority of Tuscany for the port of Viareggio, after holding the equivalent role within the Tuscan Technological District for Yachting and Port Systems.

Dynamic and determined, she is one of the industry's most influential voices. At the helm of Effebe, the Balducci Group company specialised in vessels for maritime police forces and naval authorities, she has helped transform the company into one of the primary suppliers of the Guardia di Finanza, combining innovation with operational reliability.



THREE GENERATIONS AT THE HELM

The story of Overmarine Group and the Balducci family represents a model of Italian family-run enterprise: a rare equilibrium between entrepreneurial vision, managerial discipline and family cohesion.

Today, the company is led by two generations, with the third now joining Maurizio and Katia.

Giuseppe Balducci was a reserved, understated man, far from the limelight. Yet his impact on the yachting world was profound—not only for the yachts he helped create, but for the industrial model he shaped: rooted in its territory, faithful to the values of artisanal industry, connected to global markets without losing its identity.

Thanks to Maurizio and Katia, that legacy continues its course with confidence and clarity of direction—an example of how a family business can evolve into an international player while remaining anchored to the founding principles from which everything began.



40 YEARS

OF INNOVATION

In **1985**, after years of experience in composite-hull production for third parties, the Balducci family decided to enter the high-performance yacht market with a model capable of competing with Tecnomarine's Cobra—then the benchmark for performance-oriented owners.

They chose a symbolic and prophetic name: Mangusta, the mongoose made famous by Rudyard Kipling's *The Jungle Book*, which defeats the cobra. The name brought luck. The rest was achieved through the engineering competence behind the first yachts—the Mangusta 65, in both open and cruiser versions—laying the foundations for what would become a hallmark of high performance, distinctive style and reliability.

Every Mangusta yacht has contributed to progressive advancements in design, styling and, above all, engineering, thanks to a continual flow of technological innovation that has consolidated the brand's standing in the large performance-yacht segment.

MANGUSTA 80



THE BIRTH OF THE **MAXI OPEN**

With the early Mangusta 65 models gaining visibility among owners seeking high-speed, liveable sport yachts, the Mangusta 80, launched in the early 1990s, marked the definitive affirmation of the brand nationally and internationally.



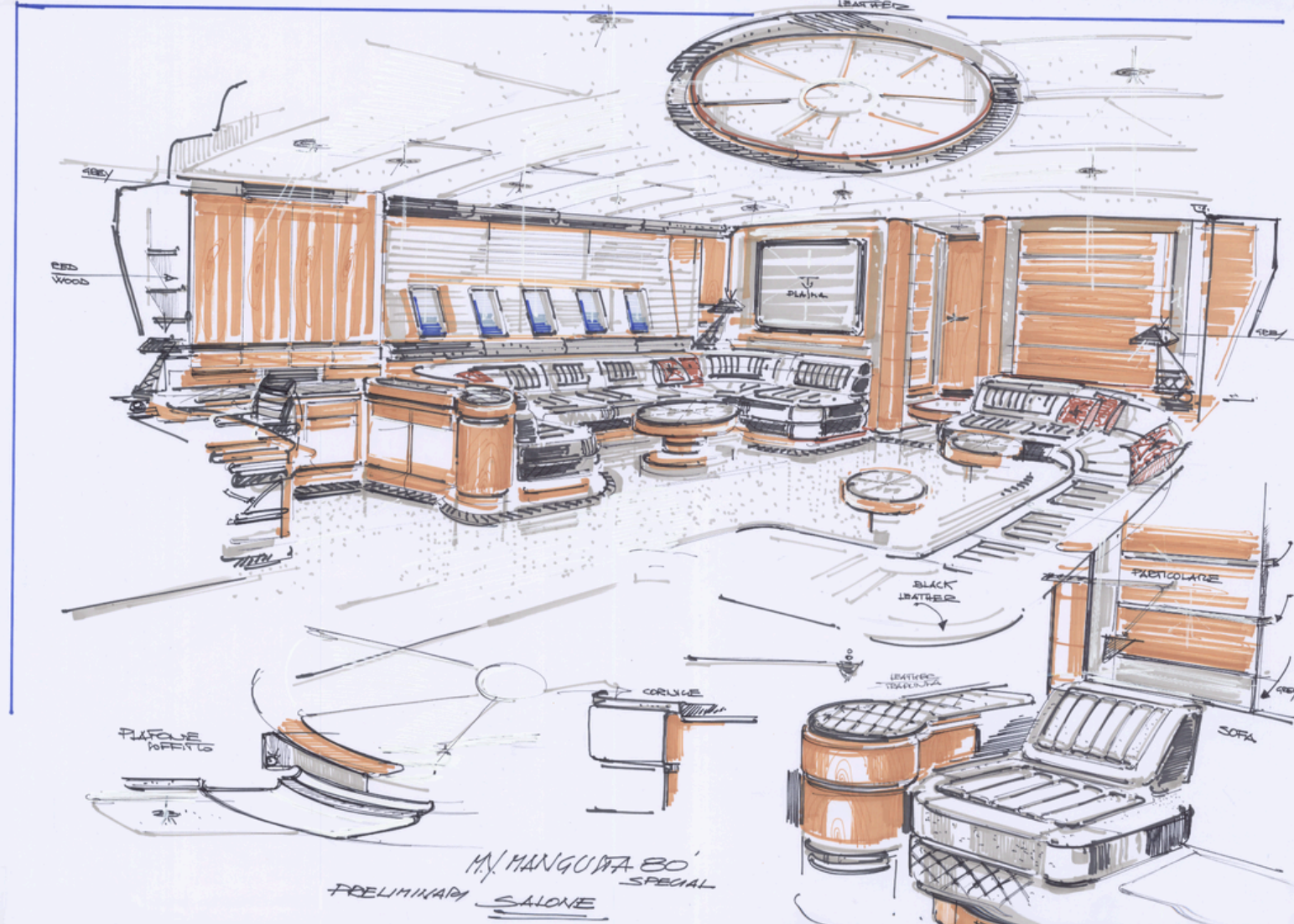
Built in 75 units, it was the first open yacht to reach such a length. It is with the Mangusta 80 that the Maxi Open concept was born.

The project featured a classic deep-V hull optimised for a top speed of 45 knots, with twin MTU engines of 2,400 hp each, surface-piercing propellers and Arneson Drives. These were traits aligned with the philosophy of the period, when maximum speed was the priority, while cruising efficiency, fuel consumption and seakeeping comfort were still considered secondary.

Designed by Stefano Righini, its sleek, sporty profile has made it a timeless classic.

Building on its success, Mangusta developed larger and smaller yachts, always maintaining the same identity and performance-driven DNA. The brand was among the first to introduce waterjets—technology until then used mainly in military craft and fast ferries—into the leisure sector.

With twin Kamewa waterjets paired with MTU engines, Mangusta opened the way for widespread adoption of waterjets in Maxi Opens and beyond, offering higher versatility at high speeds, greater cruising-speed efficiency, improved manoeuvrability and enhanced onboard comfort.



MANGUSTA 165



THE **WATERJET** EXPANSION

Among the models that best express Mangusta's technological evolution, the Mangusta 165 stands out. Nearly 50 metres in length (49.90 m) and capable of 40 knots, it remains one of the largest and fastest open yachts in the world—still in production today in its 165 REV version, almost twenty years after the launch of the first hull in 2007.

Its longevity is rooted in the ability to combine sportiness and performance with exceptional onboard comfort—offering the experience of high-speed navigation with interiors worthy of an exclusive villa.

The Mangusta 165 has also served as a development platform for several innovations. Owners now demand performance not only in terms of top speed but also efficiency across the full speed range, reduced fuel burn, comfort and multi-purpose use.

This drove the creation of a variable-V hull, developed through extensive CFD simulations and model testing in collaboration with specialists from the military and fast-ferry sectors—fields where data and experience were available, unlike in the 50-metre, 350-tonne yacht category.

To enhance performance, the original propulsion package—three MTU 4,613 hp engines and three Rolls-Royce Kamewa waterjets—was later replaced by four MTU 2,600 hp engines and four waterjets.

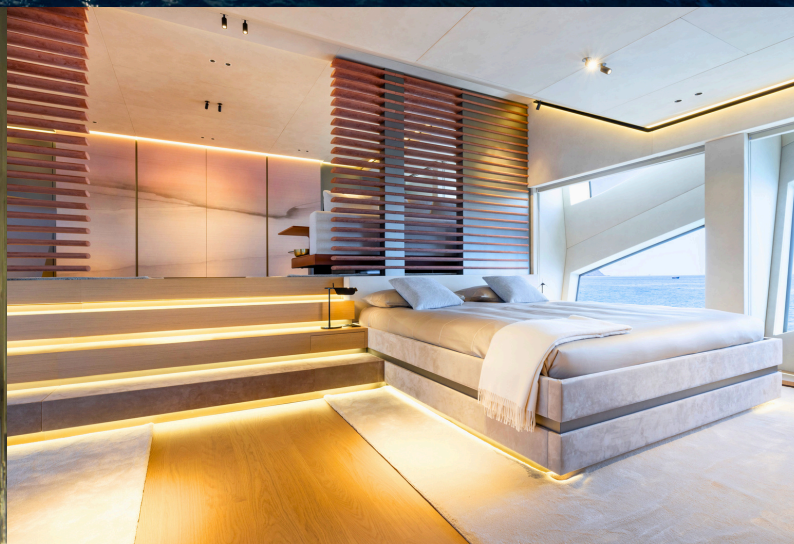
Despite a reduction of over 3,000 hp (-25%) and a 30% decrease in consumption, top speeds remained comparable thanks to improved weight-to-power ratios and next-generation jets.



Hull modifications were required to optimise stern geometry and integrate new intakes, eliminating cavitation and air-ingress risks and enhancing both high-speed and slow-speed capability. The redesigned engine room also enabled the installation of four Seakeeper stabilisers for both at-anchor and underway stabilisation.

A major construction milestone was the adoption of a CNC-milled mould (built by Persico) with 16-metre modules—ensuring perfect alignment between the 3D design and the physical mould, eliminating typical tolerances of wooden tooling.

165



MANGUSTA OCEANO



GRAN SPORT

STEEL AND ALUMINIUM

In 2012, Mangusta entered the world of metal construction, adding steel and aluminium vessels alongside composite builds. This marked the debut of the Oceano (pure displacement) and GranSport (fast semi-displacement) lines, designed in collaboration with Alberto Mancini.



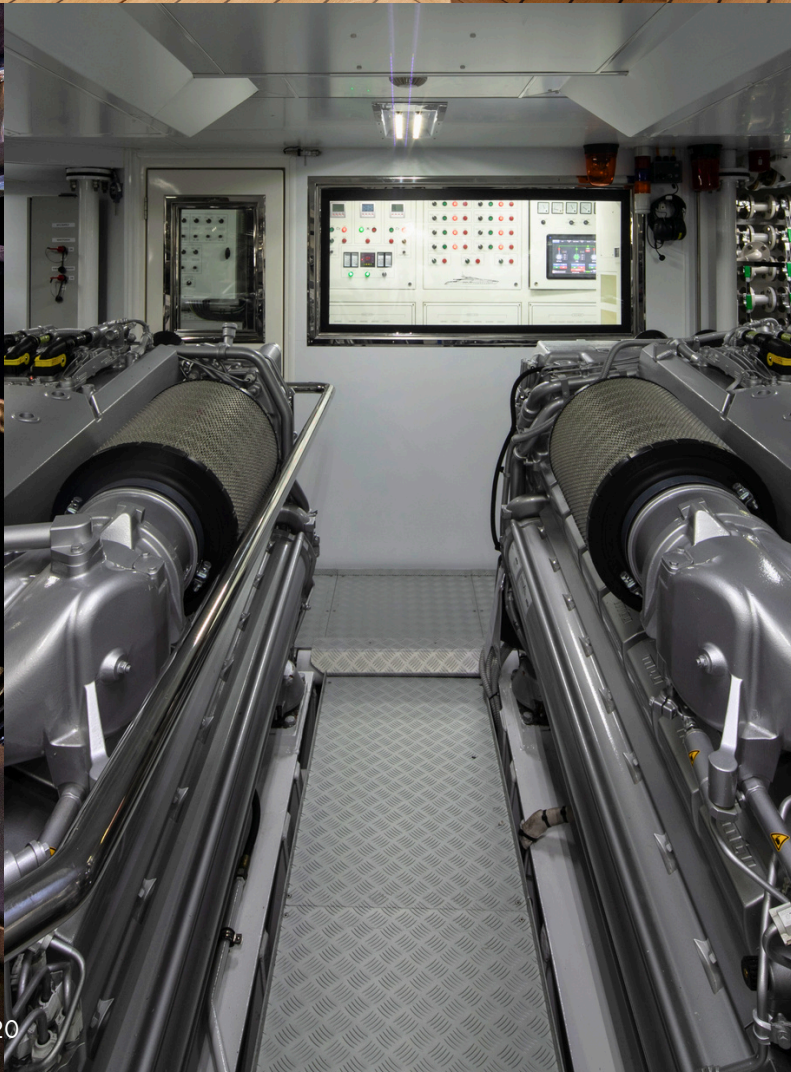
- Mangusta Oceano: pure long-range displacement yachts with extended autonomy for global cruising.
- Mangusta GranSport: fast, transoceanic semi-displacement yachts capable of speeds above 30 knots yet highly efficient at 10–12 knots.

Efficiency was achieved through a round-bilge hull with bulbous bow, well-developed aft lines and propulsion systems tailored to each size:

- GranSport 34 – quad Volvo Penta IPS
- GranSport 45 – twin shaftlines + central waterjet
- GranSport 54 – four engines with four shaftlines

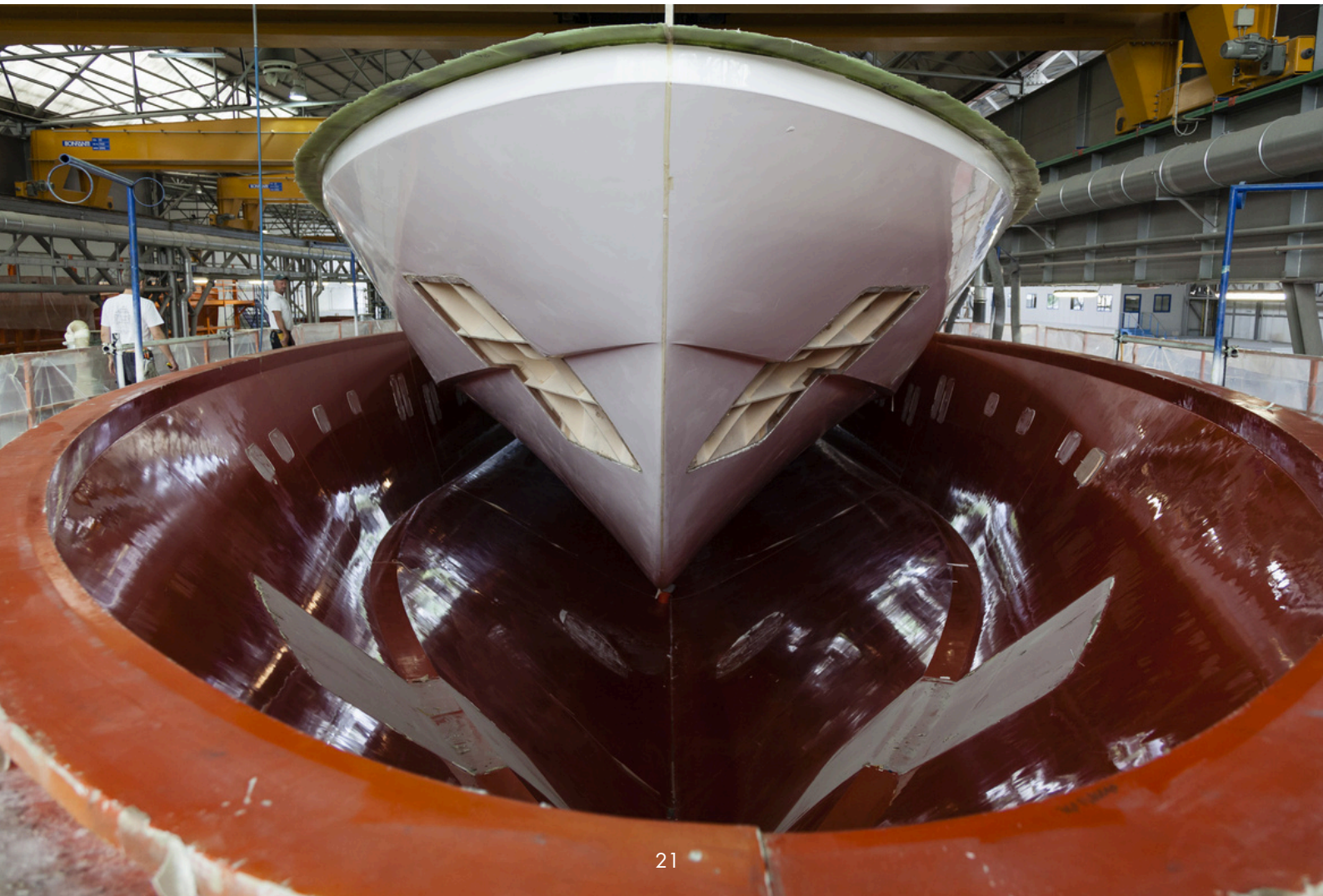
These configurations ensure Mangusta's trademark all-round efficiency: versatile use, optimised fuel consumption, comfort and increased interior volume thanks to compact engine-room layouts.

The ultimate test came with El León, the 54-metre GranSport flagship, which completed a 52,000-mile, three-year world tour, facing all sea and weather conditions from Alaska to the Pacific and Indian Oceans. The voyage served both as validation and as a data-gathering platform for the next generation of Mangusta yachts.



PROJECTED INTO THE FUTURE

Behind these forty years of achievement lies Mangusta's ability to innovate using advanced technologies and engineering solutions without chasing transient trends.





Behind these forty years of achievement lies Mangusta's ability to innovate using advanced technologies and engineering solutions without chasing transient trends.

In construction, Mangusta consistently seeks the best compromise between performance, reliability and reparability. Fiberglass hulls are built using high-performance glass with vinylester resins, reserving carbon and exotic fibres for specific applications such as appendages or structural elements.

Hull bottoms are built in single-skin laminate for strength, comfort and ease of repair, while decks and superstructures—lighter and less exposed—are produced in sandwich infusion. These conservative yet strategic choices ensure structural integrity in critical areas while reducing weight where feasible.

Structural optimisation focuses on targeted laminate engineering, adjusting fibre type, orientation and weight according to geometry and load paths—placing material only where necessary.

From the hydrodynamic perspective, each new hull and each modification undergoes CFD evaluations and tank testing, contributing to a growing knowledge base applied across the entire range. Research carried out on open-yacht waterjet intakes, for example, has proven essential in refining the propulsion configurations of the Oceano and GranSport lines.

These innovations also reduce environmental impact. On fast yachts, improved weight distribution and efficient engines reduce fuel consumption and emissions. On long-range displacement vessels, advanced systems reduce NOx and particulate matter beyond regulatory requirements. Environmental attention also extends to production practices, ISO-certified waste-management procedures and continuous testing of alternative fibres such as flax and basalt.

Continuous data acquisition from yachts in operation enables constant monitoring and informs ongoing product improvements.

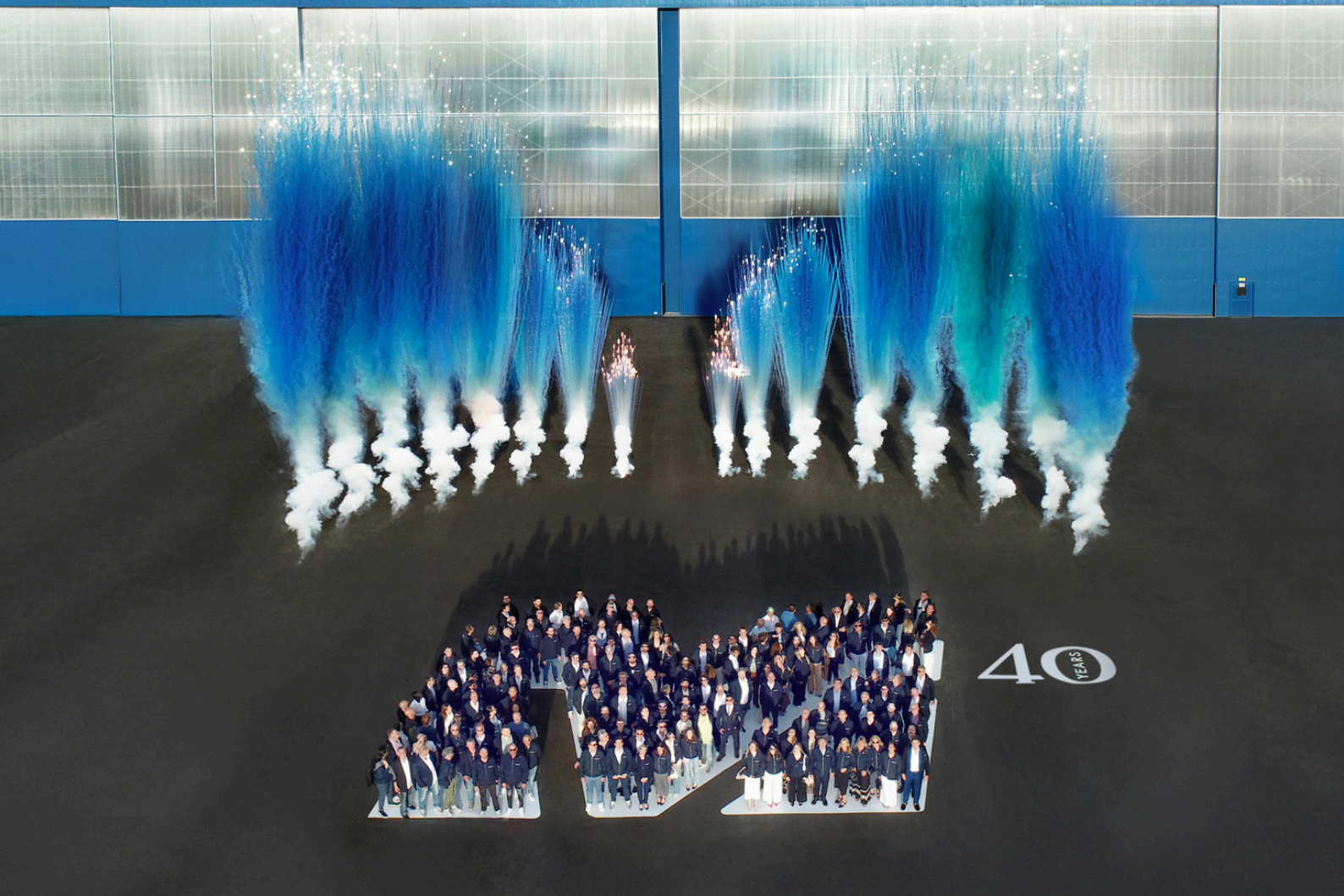


All this allows Mangusta to have approximately 25 yachts in simultaneous build and to deliver 12–13 units annually while maintaining uncompromising quality standards across every individual vessel.

MANGUSTA

OVERMARINE
GROUP

MANGUSTA



40 YEARS MANGUSTA

SPECIAL EDITION

press *Mare*

Registered news outlet.

Court of Rome Authorisation No. 57/2017

www.mangustayachts.com