



M43 HOT LAB — MONDO MARINE



Builder: [Mondo Marine](#)

Year Built: 2016

Model: Motor Yacht

Price: ~~Price On Application~~ **Off the market**

Location: Italy

LOA: 141' 1" (43.00m)

Beam: 28' 10" (8.78m)

Max Draft: 8' 1" (2.45m)

Cruise Speed: 21 Kts. (24 MPH)

Max Speed: 24 Kts. (28 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **M43 Hot Lab — Mondo Marine** from our catalogue. Presently, at **Atlantic Yacht and Ship Inc.**, we have a wide variety of yachts available on our **sale's list**. We also work in close contact with all the big **yacht manufacturers** from all over the world.

If you would like to buy a yacht **M43 Hot Lab — Mondo Marine** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1 954 274-4435**

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SPECIFICATIONS

Overview

The M43 Hot Lab design for Mondo Marine is the smallest in the Hot Lab M Series for the shipyard which also includes the larger M50 & M60 models. Offering 2 unique propulsion packages including the standard MTU 16V2000 Series engines that give a top speed of 22 knots, and a cruising range of 20 knots. Optional is the Rolls Royce engine package which combines with Carbon Azipull 65 azipod drives increasing the top end to 24 knots and a cruising speed of 21 knots. This option offers increased maneuverability & fuel efficiency. Both allow a 3,400nm range at an economical speed. Coming in at under 500 gross tons, and featuring 5 cabins sleeping up to 12 guests she is perfect for a private owner or one wishing to enter her onto the Charter market with Red Ensign LY3 compliance. Construction can be completed in 28 months from the time contracts are finalized. Quality that is expected by Mondo Marine, and style that only Hot Lab can deliver combine for an amazing project that will soon be seen cruising on Mediterranean waters. Further information is available upon request.

Basic Information

Category: Motor Yacht

Sub Category: Tri-Deck

Model Year: 2016

Year Built: 2016

Country: Italy

Dimensions

LOA: 141' 1" (43.00m)

Beam: 28' 10" (8.78m)

Max Draft: 8' 1" (2.45m)

Speed, Capacities and Weight

Cruise Speed: 21 Kts. (24 MPH)

Cruise Speed Range: 3400

Max Speed: 24 Kts. (28 MPH)

Gross Tonnage: 499 Pounds

Water Capacity: 1717.118338 Gallons

Fuel Capacity: 9246.02182 Gallons

Accommodations

Total Cabins: 5

Total Heads: 7

Captain Cabin: True

Crew Cabin: 5

Crew Sleeps: 9

Crew Heads: 5

Hull and Deck Information

Hull Material: Aluminum

Hull Configuration: Displacement w/
Bulbous Bow

Engine Information

Engines: 2

Manufacturer: MTU

Model: 16V 2000 M84

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Mondo Marine M43 - Overview

The M43 Hot Lab design for Mondo Marine is the smallest in the Hot Lab M Series for the shipyard which also includes the larger M50 & M60 models. Offering 2 unique propulsion packages including the standard MTU 16V2000 Series engines that give a top speed of 22 knots, and a cruising range of 20 knots. Optional is the Rolls Royce engine package which combines with Carbon Azipull 65 azipod drives increasing the top end to 24 knots and a cruising speed of 21 knots. This option offers increased maneuverability & fuel efficiency. Both allow a 3,400nm range at an economical speed. Coming in at under 500 gross tons, and featuring 5 cabins sleeping up to 12 guests she is perfect for a private owner or one wishing to enter her onto the Charter market with Red Ensign LY3 compliance. Construction can be completed in 28 months from the time contracts are finalized. Quality that is expected by Mondo Marine, and style that only Hot Lab can deliver combine for an amazing project that will soon be seen cruising on Mediterranean waters. Further information is available upon request. The purpose of this brief presentation is to showcase the M43 - complete build details are available for qualified buyers & brokers.

Shipyard Overview

Mondo Marine designs, constructs and carries out the engineering to its yachts at its production site at Savona. The yard is positioned on the sea front and stretches over 35,000 square metres, 9,500 of which are covered. There are wharves stretching over 100 metres in length to accommodate maxi yachts. There is a 820-ton travel lift, one of the largest in the Mediterranean, and a 300-ton cradle. We are currently constructing new warehouses and will soon begin restructuring our offices.

Values

FULL PRODUCTION CYCLE Mondo Marine produces every element of its yachts, starting with the cut of the metal of the hull. Every detail of the yachts showcases the excellence of production and the pure Italian style. The yard exports worldwide. The workings on the aluminium and steel are done internally. **QUALITY AND SAFETY** The work is carried out to extremely high standards, in line with ABS, Lloyd's Register and RINA. This guarantees precision and perfect linearity of construction as well as controls over the standards and ensures delivery on time.

TECHNOLOGY The MONDO MARINE ENGINEERING division carries out the installation of the most technologically advanced onboard systems as well as conducting naval engineering research into water lines and hydrodynamics. This makes it possible for Mondo Marine to create extraordinary powerful yachts that are fast and silent, making navigation extremely safe and

comfortable. ENVIRONMENTALLY FRIENDLY Some 62 yachts have rolled off the slips to date. Among these is the famous Tribù, the first yacht to be awarded the Green Star certificate of environmental standards by RINA. This allows the owner to document his respect for the environment by fulfilling a series of rigorous technical criteria.

M43 Hot Lab Press Release

MONDO MARINE PRESENTS A PREVIEW OF THE M43 PROJECT, A COLLABORATION WITH THE MILAN-BASED STUDIO 'HOT LAB YACHT & DESIGN'.

MONDO MARINE'S M43 IS A 43-METER MOTOR YACHT designed by the Designer Studio 'Hot Lab Yacht & Design'. This project, based on the same philosophy originally applied to the M50 (also by Hot Lab), successfully strikes the balance between beautiful and practical, exterior and interior, lavish and livable spaces with a welcoming family feeling enhanced by the combination of her elegant and sporty lines.

THE GENEROUS VOLUMES ARE COMPARABLE TO THOSE USUALLY CHARACTERIZING LARGER BOATS, however without compromising the design dynamic and sporty connotation. The interplay of empty and filled spaces optimizes the introduction of large windows, often full height, and reduces the visual impact of the significant volumes.

THE AESTHETIC OF THE STERN AREA IS LOW AND SLEEK, characterized by the presence of two symmetrical staircases to allow access into the aft deck and, through here, to the beach club that thanks to its folding central part turns into a sea platform. This area has the dual function of recreation area and garage for the tender.

THE WIDE BODY TYPE OF UPPER DECK HOSTS ALSO THE WHEELHOUSE thus allowing optimum use of internal heights. The top, well developed in length to accommodate a very large fly bridge, is characterized by bold and dynamic lines harmoniously relating to the deck. Here rise the wide windows giving light to the upper salon, the wing-stations and the windshield characterized by a strong inclination. The windscreen forward area has been specifically developed in height in order to emphasize the surrounding volumes and to accommodate a large and practical outdoor living room.

SPEAKING OF THE FRESH AND INNOVATIVELY DYNAMIC LAYOUT, THE SUN DECK IS DESIGNED AS AN AREA TOTALLY DEDICATED TO WELL-BEING. We find a large swimming pool that, set between two comfortable sunbathing areas, is practically invisible from the outside, a lounge area and a bar of considerable dimensions, whereas the aft area is conceived as a multifunctional area that can accommodate some sunbathing loungers or a comfortable dining table.

THE LOWER DECK FEATURES TWO MASSIVE FULL-BEAM VIP CABINS AND TWO FOR GUESTS AT THE CENTER, all of them with en-suites and so generously sized to suggest a

larger vessel. In the forward area of the lower deck we find the crew quarters for 10 people complete with a large crew mess and a convenient laundry area.

THE MAIN DECK, CHARACTERIZED BY THE INTERACTION BETWEEN INSIDE AND OUTSIDE, HAS A GENEROUSLY SIZED INDOOR LOUNGE WHICH TENDS TO NATURALLY EXPAND TOWARDS THE AFT COCKPIT: the layout of the bar at the entrance to the main saloon creates a sort of axis of symmetry between the two lounge areas: the inner and the outer one, merging them effectively into a single element. Immediately further on is the dining area with full height windows giving again the feeling of being indoors and outdoors at the same time.

THE LARGE OWNER CABIN IN THE BOW FURTHER REINFORCES THIS CONCEPT BY HAVING ALL THE FIXED FURNITURE TO THE TRANSVERSE BULKHEADS and leaving only to a few sinuous and upholstered items the task of coming between the Owner and the openings to the outside armchairs and chaise lounges that do not actually hide the horizon.

THE LOBBY OCCUPIES THE CENTRAL PORTION OF THE MAIN DECK on the starboard side and leads to the other large semi-enclosed space of this motor yacht: the upper deck salon. A more informal room, deliberately designed with a symmetrical spiral arrangement which also in this case draws the guests' attention simultaneously to the spacious outside dining area and to the indoor bar to the left, effectively creating two separate gathering places for the guests into one multipurpose space. Still on the upper deck is the wheelhouse with two side doors to connect with the wing stations.

FROM A TECHNICAL POINT OF VIEW THE HULL IS A STATE OF ART. The innovative hull has been patented by the Arrabito studio and guarantees 20 percent greater efficiency (lowering fuel costs) when compared with traditional semi-displacement hulls.

MONDO MARINE | The long-established Savona Shipyard was first set up in 1915 under the name of Campanella Shipyard (as the company was then known).

In 1978 Mondo Group created Mondo Marine that for from the original production in Alba of mid-sized yachts, in the early nineties moved to custom-made yachts over the 40 m. length in aluminium alloy and steel, transferring the shipyard to Genoa and later to the current Savona location (former Campanella's).

IN THE FIRST HALF OF 2013 MONDO MARINE S.P.A. WAS TAKEN OVER BY MR. ALESSANDRO FALCIAI AND MR. ROBERTO ZAMBRINI WHO OFFICIALLY SEALED THE ACQUISITION OF THE COMPANY'S BRAND AND PRODUCTION SITE ON MAY 30, 2013.

New Owners decided to set up MONDO MARINE MC in order to transfer the commercial and marketing duties from the long-established Savona shipyard to the prestigious location in Monaco, 8 Avenue des Ligures

Following its tradition, Mondo Marine will continue to carry on designing and building ships at the Savona production site still offering full-cycle production right from the cutting of the hull

plates all the way to completion.

62 are the units built so far by Mondo Marine in addition to the number previously reached by Campanella Shipyard. During the last 8 years Mondo Marine delivered 10 yachts over 40m length and 6 over 50m including the well-known M/Y TRIBU', the first unit to be awarded Green Star certification by RINA.

In 2015 will be delivered: the M60, first 60m yacht built by the shipyard, and the 40m SF40, both entirely in aluminium.

The Savona shipyard, member of SYBAss (Superyacht Builder Association), has recently reached another landmark when sealing a partnership with Sease Yachting Co. Ltd for the production of fiberglass yachts for the Chinese market.

Exclusions


Owner's personal belongings. Owner's personal toys, including but not limited Jet-skis, Tenders, Sea Bobs, Fishing & Diving equipment.

Disclaimer

The Company offers the details of this vessel or yacht in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his representatives, agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel or yacht is offered subject to prior sale, price change, or withdrawal without notice.

PHOTOS





SPECIFICHE TECNICHE

DATI GENERALI

PROGETTO NAUVE: **ALVARO NAVAL ARCHITECTURE**
MONDO MARINE ENGINEERING

DESIGN ESTERNO: **NOLAN NISCH & DESIGN**

DESIGN INTERNO: **DA DENHAM**

CERTIFICATO DI CLASSE RINA: **C 0-BELL - MACH YCH 0815 COMP (I)**

NAUVEA: **800 ENGINE - COMPLIANCE IYS**

MATERIALE COSTRUZIONE SCARFO: **ALUMINIO**

MATERIALE COSTRUZIONE SCARFISTRUTTURAZIONE: **ALUMINIO**

DATI TECNICI

LUNGHEZZA FUORI TUTO: **43,00 m - 141,04 ft**

LARGHEZZA MASSIMA: **8,78 m - 28,79 ft**

PESCOGGIO MASSIMO: **2,45 m - 8,04 ft**

VELOCITA' MASSIMA: **22 knots** **24 knots**

VELOCITA' CRUCISERA: **20 knots** **21 knots**

AUTONOMIA A 12 NODI: **>3.400 nm**

COMBUSTIBILE: **36.000 l**

CASSE ACQUA DOLCE: **6.000 l**

MOTORI PRINCIPALI: **2 X MTU 16V 2000 MPA** **2 X BOLL BOICE**
with freshwater start/stop line *Carbon Aquapul 65*

POTENZA MASSIMA: **2 X 2.000 HP**

INTEGRALE INTERNAZIONALE: **2 X 2.000 HP at 2.450 rpm.**
Waterline at 600 GT

TECHNICAL SPECIFICATIONS

GENERAL DATA

NAVAL ARCHITECTURE: **ALVARO NAVAL ARCHITECTURE**
MONDO MARINE ENGINEERING

EXTERIOR DESIGN: **NOLAN NISCH & DESIGN**

INTERIOR DESIGN: **DA DENHAM**

RINA CLASS REGISTER: **C 0-BELL - MACH YCH 0815 COMP (I)**

FLAG: **800 ENGINE - COMPLIANCE IYS**

HULL MATERIAL: **ALUMINUM**

SUPERSTRUCTURE MATERIAL: **ALUMINUM**

TECHNICAL DATA

LENGTH OVER ALL: **43,00 m - 141,04 ft**

BEAM OVER ALL: **8,78 m - 28,79 ft**

DEFT OVERLINE: **2,45 m - 8,04 ft**

MAXIMUM SPEED: **22 knots** **24 knots**

CRUISE SPEED: **20 knots** **21 knots**

RANGE AT 12 KNOTS: **>3.400 nm**

FUEL CAPACITY: **36,000 l**

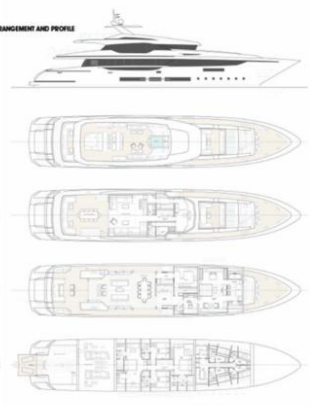
FRESH WATER CAPACITY: **6,000 l**

MAIN ENGINES: **2 X MTU 16V 2000 MPA** **2 X BOLL BOICE**
with freshwater start/stop line *Carbon Aquapul 65*

MAXIMUM POWER: **2 X 2.000 HP**

INTERNATIONAL GROSS TONNAGE: **under 600 GT**

GENERAL ARRANGEMENT AND PROFILE



The drawings illustrate the yacht's profile and deck layouts. The Sun Deck is the uppermost level, followed by the Upper Deck, Main Deck, and Lower Deck. The layout shows the placement of cabins, saloons, and other interior spaces across the different levels.

CONTACTS

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