

MÄ VISTA

CELEBRATING HER 50th
BIRTHDAY



1972 — 2022



MÄ VISTA

Celebrating her 50th Birthday



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Layout Julia Cova

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To my other and greater loves:
My dear wife Bettina,
my son Joshua,
my daughter Julia.
And to my sister Elisabetta:
May we sail again together in afterlife.

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Why this book?

This book documents and celebrates the first 50 years in the life of a small but remarkable boat.

Mä Vista has nothing about her that makes her a historic boat. She was not a ground-breaking design or the first to employ a new construction method, she did not win important races, she never belonged to royalty or celebrities.

But, as most classic boats, she is unique, and her forms honour the sea with extreme grace, beauty, and elegance.

Even more importantly, she is dear to those who sailed and sail her and she has a story, closely intertwined with my life and that of the many people who built and sailed her and made it possible for her to still proudly ride the waves. It would have been a pity for her story to never be recorded and shared with friends and family.

A handwritten signature in black ink, appearing to read 'Bruno For'.

Mä Vista is born

Mä Vista was construction number 181 of Cantieri Sangermani. Designed by Cesare Sangermani in 1971, she was launched in 1972 in Lavagna.

As many classic boats, Mä Vista has an interesting story, starting with her very name. Cesare Sangermani designed and built the boat not to fulfil a client's order, but for himself. Given his age (76), this was frowned upon by the family, and Cesare acknowledged the family's opposition by naming the boat with the Ligurian dialect for the Italian word *malvista*, roughly meaning rejected, or viewed negatively, in English (in Italian it sounds much better...).

The origin of the boat's design and what she did in her early years is uncertain, and – in the absence of documentation – largely based on word of mouth.

She was the last boat designed by Cesare for himself, after he reluctantly decided to sell his masterpiece, the aptly named Mania. She is also one of the smallest boats ever built by Cantieri Sangermani in Lavagna.

It is not known why Cesare built Mä Vista for himself. Did he want to race her? Did he want to test new ideas or experiment with new technical solutions?

The experiment theory is supported by the fact that boat is strikingly different from anything that Cesare had designed until then, but several boats built soon after *Mä Vista* (such as *Ninni* and *Sandra*), while bigger, closely resemble her in terms of shape of the hull and layout of the deck. This small yacht is also a strange combination of traditional build methods (single mahogany planking on ash frames) and advanced solutions (such as a galvanized iron structure to distribute the force of the mast and the shrouds, or a rolling boom to furl the main sail).



Mä Vista in 1972 in Chiavari

The personal day-racer theory finds support in the light construction, the flush deck, the Spartan and minimalist open space interior (notably, toilet not excluded!), a IOR rating certificate of June 1972, a light auxiliary diesel engine of only six horsepower, and Cesare Sangermani's age, which made him abandon long races like the *Giraglia*.

If Cesare ever raced Mä Vista, no record is available as to whether she was competitive. Probably not, because the boat did not stay in Cesare's ownership for long.

My preference is to believe that both theories are right. In particular the fact that from the very beginning Mä Vista might have been a poor racer is very helpful to justify my often-disappointing racing results.

When launched the boat's hull appears to have been varnished (the photos available are in black and white, and one cannot tell with certainty).

Mä Vista becomes Gandalf and meets her current owner

Giancarlo Livraghi is recorded as owner of the boat (renamed Gandalf) in a navigation permit issued by the Coastguard of Santa Margherita Ligure on 16 September 1975.

The choice of the boat's new name Gandalf was due to Livraghi being a passionate reader of J. R. R. Tolkien.



J.R.R. Tolkien

Gandalf is a protagonist of Tolkien's *The Hobbit* and *The Lord of the Rings*. It is unknown why Gandalf – of the many characters created by Tolkien – was chosen, but it is reasonable to believe that the choice was driven by Gandalf's figure.



Tolkien's character Gandalf

Tolkien described him as an angel incarnate and likened him to the Norse god Odin in his wanderer guise, and other commentators described Gandalf as a guide-like figure

who assisted the other protagonists of the books in their quests, like the Cumaean Sybil helped Aeneas in Virgil's Aeneid or Virgil himself assisted Dante in navigating the Inferno of the Divina Commedia. If so, the name would have been very appropriate, providing protection and guidance to the boat and her crew. It worked, as there are no reports of major incidents affecting Gandalf during Livraghi's ownership (except perhaps for hitting a submerged rock in the Porto Vecchio channel in Corsica, and the breaking of the tiller in a crossing between Corsica and Rapallo).



Gandalf in Giancarlo Livraghi's ownership, Macinaggio, ca. 1976

Livraghi changed the boat's livery, and the hitherto varnished hull was repainted white (the boat re-adopted Gandalf's colour scheme in 2018).

Livraghi's companion and from 1978 second wife was my sister Elisabetta. She and Livraghi (at times with Livraghi's children from his first marriage) intensely sailed Gandalf, their favourite destination being the La Maddalena archipelago between Corsica and Sardinia.

During my high school and university years I sailed Deimos, a Flying Dutchmann co-owned with my brother Nilo, but I would occasionally be invited to sail Gandalf for daily outings from Portofino and La Maddalena. Unsurprisingly, I immediately fell in love with the exceptional small yacht.



Me on Deimos, the Flying Dutchmann our father Nemo bought for my brother Nilo and me

Years later Livraghi bought a much larger - and comfortable - boat, Gienah, a Moody 42 ketch. Gandalf had become

redundant and was destined for sale. But letting go of the little boat was a painful option. The situation required imaginative thinking.

With a good deal of prodding by Elisabetta, Giancarlo Livraghi agreed that I could take responsibility for Gandalf and her ordinary upkeep, and the boat could be sold later. Livraghi very generously agreed to continue to bear any extraordinary maintenance costs.

Having finished my national service as a Navy officer, I had just started working as a trainee lawyer, for a princely salary of Lira 500,000 (Euro 250) per month. There was no way I alone could bear the costs associated with Gandalf.



Gandalf and author in 1989 in Rapallo

My friends Roberta Flores, Goffredo Mameli and Gualtiero Seva agreed to join me in a syndicate, with each of us contributing two million Lira (Euro 1,000) per year. Once

mooring, insurance, tax, lifting the boat for the yearly anti-fouling treatment, maintenance of the safety equipment were paid, no money was left for the maintenance work, which therefore had to be done by the syndicate members themselves. We became carpenters, painters, electricians, sailmakers and mechanics, spending way more time keeping Gandalf in good shape than sailing her.



Gandalf next to Gienah in 1988 in Corsica

It was not all scrubbing and varnishing. During those years the boat was sailed intensely from her home port of Rapallo. In addition to day outings in the Gulf of Tigullio, longer cruises took the boat to the Cinque Terre, the coast of Tuscany, Corsica, the La Maddalena archipelago in Sardinia, the Riviera di Ponente and the French Riviera, as far as the Porquerolles islands

No attempt at racing her was done.

Elisabetta, my sister and Giancarlo Livraghi's wife, died prematurely in 1988. Six years older than me, Elisabetta had been a strong presence in my life, and we shared a passion for the sea and a sense of humour. We had been particularly close during her illness. Among Elisabetta's last

wishes was that her ashes be scattered in the waters of the La Maddalena archipelago, where she had many happy summers on Gandalf. Gienah and Gandalf bear witness to the ceremony.



My sister Elisabetta, ca. 1978

When in 1989 I accepted an offer to work in London the syndicate was disbanded, Gandalf returned to her owner

Giancarlo Livraghi. The boat was sold to Federico Nardi of Cantiere Navale dell'Argentario in 1990.



Gandalf sailing off the Riviera di Ponente, August 1989

The Cacciapuoti years: Gandalf becomes Mavista and has a bigger sister

Probably buying her from Nardi, the boat became property of Renato Cacciapuoti, a Florence-based publishing entrepreneur.



Renato Cacciapuoti (right) with the then mayor of Florence Matteo Renzi (later Italy's Prime Minister)

Cacciapuoti owned also another Sangermani, Susanna II, a 19.40 metres ketch. Designed by Laurent Giles and launched in 1964, Susanna II won three consecutive

editions of the Giraglia Race in 1964, 1965 and 1966. To this day the record remains unbroken.



Susanna II in Civitavecchia, 2017

Cacciapuoti (or a previous owner) abandoned the name Gandalf and the boat was renamed Mavista, almost returning to her original name. However, by virtue of being

Susanna II's smaller sister, Mavista was often referred to by the Cacciapuoti family with the affectionate nickname Susina (plum in Italian, but also an approximate diminutive of Susanna).

During the Cacciapuoti ownership the boat significantly changed appearance and her mast and deck fittings were considerably modernized to make the yacht fit for her intended use as a day racer. The hull was stripped of its white paint and the naked wood of Mavista's hull was varnished.

Mavista had many happy years with the Cacciapuotis and her bigger sister Susanna II.

Unfortunately, in the last few years she was nearly abandoned at her mooring in the Riva di Traiano marina in Civitavecchia. A storm damaged her hull and her mast, the engine became a block of rust, the hull planks cracked and fissured, the sails mysteriously disappeared.

That is how I found her again, 27 years after I had last seen her.

Found and home-coming

Throughout the years, the boat remained a legend to and was missed by me and my syndicate partner and very good friend Goffredo Mameli (and Goffredo's wife Paola, who had also sailed on Gandalf). In 2017 Mameli told me that his son Gavino Emanuele ("Mame") had seen an announcement for the sale of a boat named Mavista that looked very much like Gandalf and had a name very similar to Gandalf's original name Mä Vista.



Gavino Emanuele and Goffredo Mameli, the son and father who found the boat 27 years after Goffredo and I had last sailed her

Looking at the pictures on the sale announcement I recognized many details of the boat I had last seen 27 years

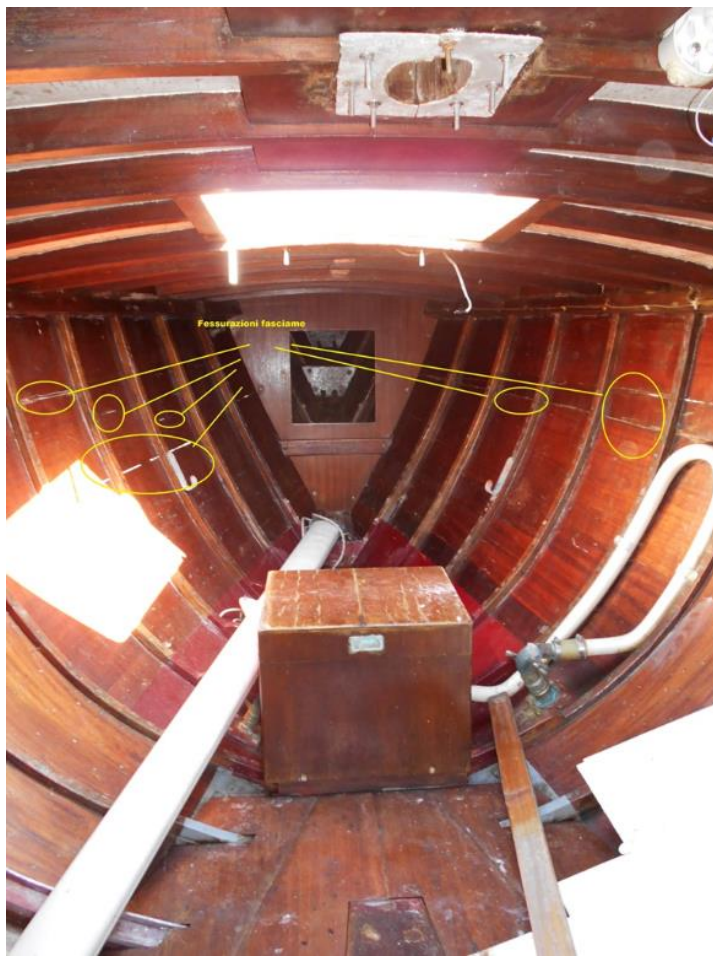
before. As there are no identical Sangermanis it was very likely that Mavista and Gandalf were in fact the same boat.

With my wife Bettina and daughter Julia I boarded a train to Rome, rented a car, and travelled to Civitavecchia. There was the boat, battered and suffering, but still proud of her unmistakable beauty and apparently structurally sound.



Faded beauty in a sorry state

Clinging to a final sliver of rationality, I asked a surveyor to come and see the boat and pronounce on her conditions and on what needed to be done to allow her to sail again. The list of works to do was long, but the structure appeared to have weathered the years well.



*The boat's interior. Circled in yellow some of the fissures of the hull, clearly visible courtesy of the bright light going through them.
The box hides the heads*

Normally (I believe) a highly rational person, I balanced the uncertainties and costs of the quest to restore the small yacht to her past splendour with memories of my sister, the opportunity to relive the happy experiences of three decades before, and the desire to bring back to life a little treasure of beauty, grace and elegance. Supported by my spouse Bettina and children Joshua and Julia and several friends, I quickly conceded that sentiment had to prevail on rational thinking.

After a brief negotiation with Renato Cacciapuoti's son Cesare (then at the beginning of his career as a natural food entrepreneur) a price was agreed, and I acquired the boat on 9 November 2017. Days later, the boat was on a truck on her way to her place of birth of Lavagna.



On a rainy day, the boat at Riva di Traiano, ready to be trucked to Lavagna

Back to her original name



The boat had had three names: the original Mä Vista, Livraghi's Gandalf, and Cacciapuoti's Mavista.

In ancient times, navigating was a very dangerous activity due to weather conditions, uncharted waters, unsanitary conditions, and the limited seaworthiness of vessels. Because of these dangers, sailors and fisherman have long been quite superstitious routinely practicing and respecting rites that revolve around safety and luck. One of those superstitions is that it is considered bad luck to change the name of a boat.

However, Mavista was clearly a name to be discarded as it was neither the boat's original name nor was it the Gandalf to which my friends and I were attached. A decision was made to return to the boat's original name Mä Vista, on the theory that it was not a change of name and therefore the move would not bring bad luck. Espousing this theory made it possible to avoid the complex propitiatory rites of the purging of the name and renaming ceremonies (developed because sailors had to find a remedy in case a vessel's owner could not be persuaded to keep her original name).



The old name returns

Due tribute was however paid to the name Gandalf by painting the druid's symbol on the transom, just below the name of the boat.



The boat's old name Gandalf is honored by the symbol of Tolkien's wizard under the name Mä Vista on the transom

Gandalf's symbol is also reproduced on the owner's flag (the same used by Livraghi) and on the spinnaker and gennaker.



Gandalf's symbol reproduced on the gennaker

Restoration



A battered boat arrives at CARM in Lavagna, November 2017

The boatyard chosen to restore the boat was CARM at Lavagna, 200 metres from Cantieri Sangermani where Mä Vista was built.

The yard was selected after having considered various alternatives. I was won over by the yard's owner Marco Poirino's serious approach (he refused to provide an estimate without seeing the boat before), obvious competence and professional passion.



CARM's owner and leader Marco Poirino tries to educate me on technical matters

Restoring a classic wooden boat is invariably a challenge, where negative surprises are a near certainty. In fact, the only major nasty surprise in Mä Vista's refitting was under the water line, which could not be inspected during the survey in Civitavecchia as the boat was in the water.

The removal of the thick vegetation from the submerged part of the hull revealed that under the water line the hull had been covered with a layer of fiberglass. While this may well have saved the boat from sinking while she laid abandoned in Civitavecchia, it provoked the rotting of several planks of the underwater part of the hull.



The fiberglass coat is discovered

Mã Vista's restoration took from November 2017 to July 2018. Throughout that period I regularly visited the yard in Lavagna, watching the boat being taken apart and every detail of its restoration. The process allowed me to become intimate with every plank, screw and bolt.

The hull was stripped down to naked wood. The mahogany planks that had rotten or cracked were removed and substituted. The hull was then caulked and grouted.



The hull minus the planks rotted courtesy of the fiberglass coat



The hull is stripped and sanded



*New mahogany planks substitute the ones rotten and removed.
Marco Poirino explains the process*

The planks of the transom were found to be rotten so that the transom had to be demolished and rebuilt.



The transom as it appeared once the paint was stripped, and after restoration

Six wood frames were damaged and had to be re-built or reinforced with ash wood, as in the original construction.



A damaged frame



The frames, re-built or reinforced with ash wood

The keel was removed, stripped of the abundant marine vegetation and of paint, sanded, primed, and reinstalled.



The keel once removed and stripped of marine vegetation and paint



The keel cleaned, primed and ready to be re-installed



The propeller – shown here when the boat was lifted out of the water in Civitavecchia – was cleaned and could return to service

The hull was painted white above the water line and with matt red antifouling below the water line, which was marked by a blue line. This is the same colour-scheme the boat sported during her Gandalf years.



The boat's new-old colour-scheme



The trademark three dots of all Sangermanis were re-aligned and painted in the traditional yellow

The rudder was removed, checked, repaired, and reinstalled. A new stainless-steel tiller was built.



The rudder when the boat was lifted out of the water in November 2017. Cesare Cacciapuoti in the background



The rudder following its restoration. The light patch is an insert substituting rotten wood

The teak deck was checked, and nine strips of teak had to be substituted. The mahogany gunwale had to be rebuilt and new aluminium toe rails were installed, matching the original lost ones.



Damaged strips of teak had to be removed



The pleasure of touching – and smelling – freshly-cut teak



Left, the old gunwale has been removed and the underlying deck is plugged
Right, the new gunwale, freshly installed



The deck is caulked



The finished work

When they were still available, the original deck fittings were preserved after being checked. New deck fittings were installed when the old ones were missing, unsafe or beyond repair.



The original fittings cleaned and ready to be reinstalled



I discuss the deck plan with rigger Marco Nicolini

The engine (a Volvo Penta, probably installed in 1988) had become a lump of rust and could not be repaired. It was removed and substituted with a new one.

The shaft and gimbal were removed, checked, and reinstalled.



The old rusty engine



Installation of the new engine, a Volvo Penta 20 HP (14 KW)

The water and fuel tanks were removed, cleaned and reinstalled. New electric and water circuits were installed.

The original icebox was preserved and transformed into a fridge.

The bilge was cleaned and repainted and new bilge pumps were installed (four, in what is probably an excess of caution for a boat of this size).

The original mast had long been lost, and the one of the Cacciapuoti years was bent when the boat was dismasted during a storm in Civitavecchia.

A new mast, boom and spinnaker pole were designed by Franco Manzoli and made by Velscaf in Carasco and all standing and running riggings were substituted.



Mast designer and manufacturer Franco Manzoli of Velscaf takes measurements for the sail plan

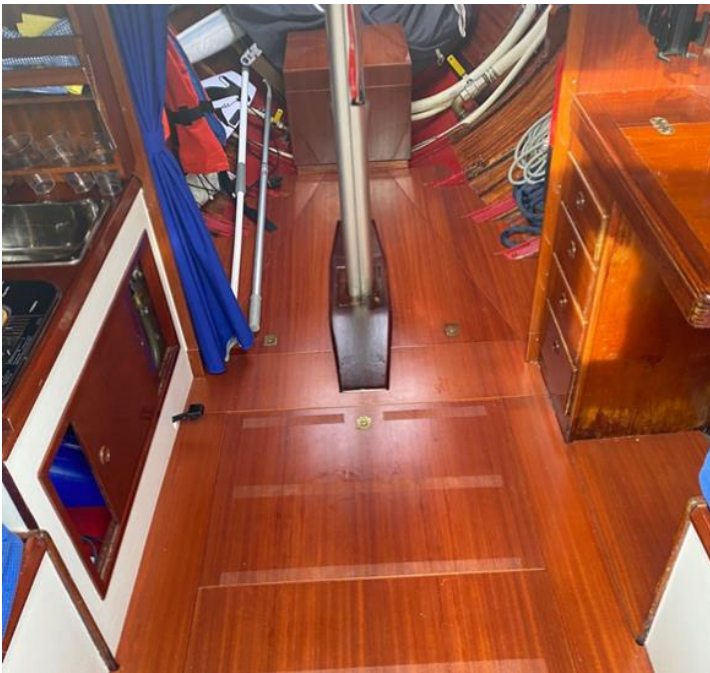
The interior and exterior mahogany was sanded and varnished, and the cabin's ceiling and other internal surfaces were painted in white.



The "kitchen" area before restauration



The same area being restored



The fully-restored interior



Internal carpentry work in progress



The restored navigation desk, instruments and electrical panel

New sails were made by W-Sail in Lavagna, as all the old ones could not be found.



Mä Vista leaves CARM after a restoration lasted over seven months



Mä Vista touches the water again



The still mast-less boat in her first (short) navigation after the launch

Mä Vista was the first restoration project supervised by one of Marco Poirino's children, Guglielmo. He devoted himself to the project with passion, and in the process developed an intimate knowledge of (and I dare say affection for) the boat that was put in his charge.



Guglielmo "Gully" Poirino illustrates the lettering on the transom



The excellence of Mä Vista's restoration by CARM was acknowledged by the British yachting magazine Classic Boat that selected the boat as one of the finalists of the Classic Boat Awards 2019 for the Restored Sailing Vessel of the Year under 40 ft category.



Restoration philosophy

Owners of classic boats can sometime have heated debates about whether a boat should be returned to her original conditions or not. My opinion is that this should be the preferred approach for truly historic boats, representing a landmark in the history of yachting. A very good recent example is Francesco and Mietta Gandolfi's restoration of Rabbit, a historic and revolutionary Dick Carter design, winner of the 1965 Fastnet race (also restored by CARM in 2017-2018).



Rabbit, a great example of a truly historic boat restored to her original conditions

Mä Vista may be remarkable but she is not historic. Her restoration was therefore driven by the desire to make her be what she would have become if she had been always property of the same owner, and regularly updated to maintain her safe and seaworthy. This was made easier by the fact that the original mast and part of the deck fittings had in fact already been substituted and the original parts were lost.

Illogical jumps in technology, such as a carbon fibre mast, were rejected. What could be saved of the original equipment, like the mechanism to haul the backstay, was checked, if necessary repaired, and preserved.

The sail plan was updated so that in addition to main sail, genoa and spinnaker, now the boat can hoist a code zero and a gennaker, sails that did not exist when she was launched.

No longer a 20-something, I had an electric anchor windlass, a jib furling system, a fridge and a cockpit shower installed.

A lucky boat

Mä Vista's first classic boat event was the XIV Raduno Vele Storiche Viareggio. Unable to immediately transfer the boat back to Rapallo, I had to leave her in Viareggio also after the end of the races. This saved Mä Vista from the storm of the night between 28 and 29 October 2018, when the vast majority of the boats in her home port of Rapallo sank or were badly damaged. Squeezed between larger and sturdier boats, Mä Vista would have not stood a chance, and would have been reduced to smithereens.



Some of the victims of the storm of October 2018 beached on the seafront of Rapallo



Mast stepping: The coins and medals embedded in the mahogany step of the mast

I (proudly) attribute Mä Vista's luck to the scrupulous observance of the sailors' tradition of mast stepping, which consists in placing or wielding one or more coins in the mast step. The tradition is said to date back to Roman times, when it was believed that in those dangerous early sea travels the coins would have been accepted by Charon to ferry the crew of a sunken boat to afterlife across the river Styx.

To be on the safe side I asked the yard to place four coins and the medals of two saints.

The coins are an Italian 100 Lire celebrating the 100th anniversary of the Navy Academy in Leghorn where I trained to become a naval officer, a Deutsche Mark in honour of my German wife Bettina, a British Pound as a homage to the country where Bettina and I met and married, a US Dollar quarter in recognition of the fact that I could afford Mä Vista's restoration only thanks to the generosity of the American law firm I was a partner at.

The saints reproduced on the medals are St. Christopher, patron saint of sailors, and Saint Barbara, patron of the Italian Navy.

Classic boat events

Since her refitting in 2018 Mä Vista has often participated to regattas for classic boats, starting with the Raduno Vele Storiche Viareggio of the same year. In 2019 she participated to the Vele d'Epoca nel Golfo at Le Grazie, again to the Viareggio event, and to the Coppa dei Nesci in Sestri Levante, where she was third overall and first in her class.



Mä Vista at her first classic boat regatta. She is shorter than the bowsprit of Orion, the 1910 schooner in the background



Mä Vista crossing the finish line of Coppa dei Nesci 2019, crewed by my daughter and me



Mä Vista at the 2019 edition of Vele Storiche di Viareggio

Because of the Covid-19 pandemic, the only event of 2020 was the Velacup in Chiavari, where the boat won the price as the best classic boat.



The 2020 VelaCup Chiavari price

The 2021 season saw Mä Vista participate to the Vele d'Epoca nel Golfo and the Raduno Vele Storiche Viareggio, where she won her class with a first and two second places in the three races.



The boat at the 2021 Vele d'Epoca nel Golfo. The crew is wearing the official uniform



*The Mä Vista crew winning their class at the 2021 Viareggio races.
From left: Roberto Saccone, Roberto Lauretano, Bruno Cova,
Marco Bailo, "Mame" Mameli*



Mä Vista passes the Italian Navy's training ship Amerigo Vespucci at the Vele d'Epoca nel Golfo, 2022 edition



In front of Portovenere before the start of the first race of the 2022 Vele d'Epoca nel Golfo

Mä Vista is registered with Associazione Italiana Vele d'Epoca and the Registro Storico Nautico della Associazione Scafi d'Epoca e Classici.



The little one

Taking again a leaf off the Gandolfis' book, who have a beautiful scale model of each of their boats, I commissioned one of Mä Vista, which was masterly built by Yves Gagnet in his atelier in La Rochelle, France.



Yves Gagnet's scale model of Mä Vista

Mä Vista and art

Three painters have made Mä Vista the subject of their work. One is Alisa Lustig, a painter and ceramist based in Santa Margherita Ligure; in 2018 she was asked by my friends Ernesto and Laura Ramojno to reproduce Mä Vista.



The painted tile was then very kindly presented to me by Ernesto and Laura in celebration of the boat's return in the family.

The second artist is Carol Davies, a Turin-based English painter, and a family friend. Her painting reproduces my wife Bettina and me standing out of the boat's hatchway in the Lavagna marina and was Bettina's gift for my 60th birthday in 2020.



Finally, the Swiss painter Federica Stricker was commissioned by AIVE – Associazione Italiana Vele d'Epoca to paint watercolours to celebrate important anniversaries of classic boats participating to the 2022 edition of Vele d'Epoca nel Golfo.

As this book, Mä Vista's watercolour celebrates the boat's 50th anniversary.



APPENDIX

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Technical specifications

Year built: 1972

Rig: Marconi sloop

Boatyard: Cantieri Sangermani,
Lavagna, Italy

Naval architect: Cesare Sangermani

LOA: 9.26 m

LWL: 7 m

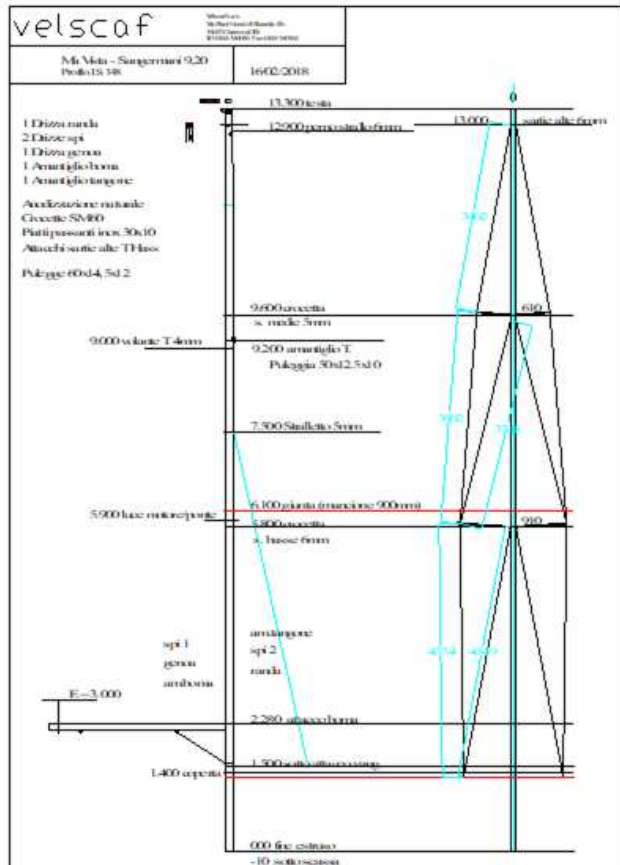
Beam: 3.03 m

Draft: 1.65 m

Displacement: 2.76 t

Sail surface: 48 sqm (main + genoa)

Sail plan and mast scheme



Boat description

With apologies to non-Italian speakers, I had to write this chapter in Italian. Nautical terminology is difficult enough in my own language, and I would have not been able to accurately translate some of the terms into English.



La chiglia, il paramezzale e la ruota di prua di Mä Vista. sono in massello di mogano. Il fasciame è a comenti con tavole in mogano Kaja Ivorensis di 12 millimetri di spessore, supportate da 30 ordinate in frassino.

I madieri di rinforzo sono in mogano. Le ordinate dalla 11 alla 18 sono rinforzate da un elemento orizzontale in acciaio zincato. Nelle ordinate dalla 11 alla 14 l'elemento metallico prosegue verticalmente lungo le ordinate e si unisce ad un elemento longitudinale orizzontale congiunto con cavo inox spiroidale ai punti di attacco delle sartie.



In rosso la struttura metallica che consente di scaricare in chiglia gli sforzi trasmessi dalle sartie, cui è collegata con il cavo inox visibile sulla destra



L'immagine consente di apprezzare il lay-out della coperta della barca, qui ripresa a Le Grazie



Le avviate linee d'acqua della barca



Particolare della coperta di Mä Vista. Il ponte è in teak mentre le parti verniciate a coppale sono in mogano

Il ponte e il piano di calpestio del pozzetto sono in doppio strato con copertina in mogano rivestita da doghe in teak, con comenti in gomma. Il ponte è sostenuto da 30 bagli in mogano lamellare in corrispondenza delle ordinate. Il trincarono, il tambugio, le pareti del pozzetto, i bordi ed altri elementi del ponte sono in mogano verniciato a

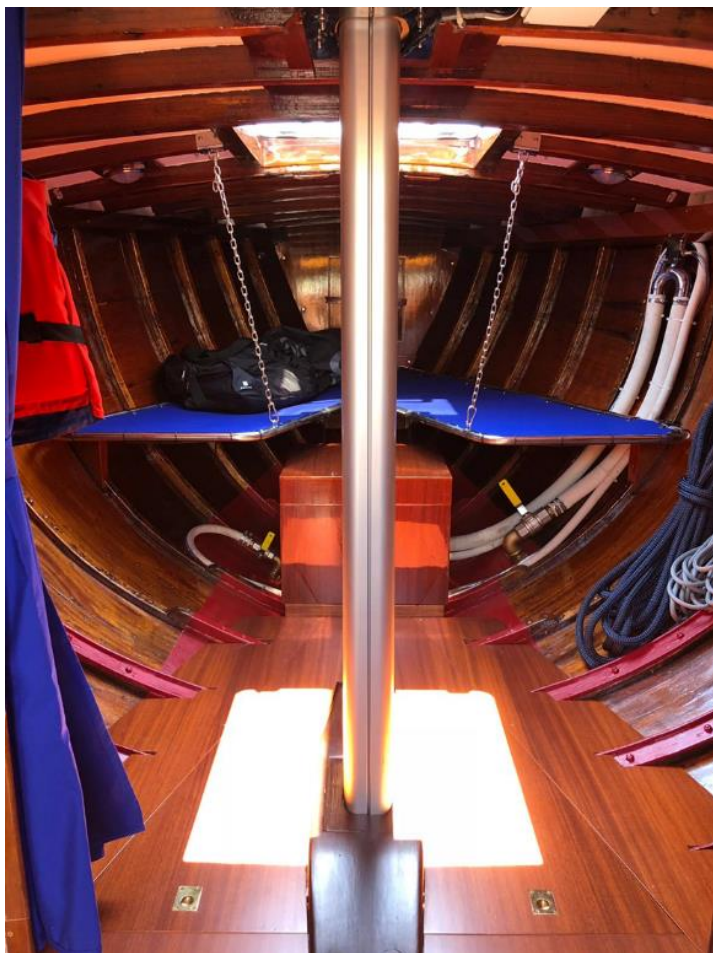
coppale. Lo specchio di poppa è in tavole di mogano verniciate a coppale.

Gli interni sono in mogano o compensato di mogano. Ci sono due ampie cuccette fisse “a sarcofago” a poppa, e due cuccette in tubolare e tela a prua, ripiegabili contro le murate.

I servizi igienici non hanno un proprio locale ma sono un WC a pompa manuale racchiuso in un contenitore di compensato marino di mogano sito nella parte anteriore dello scafo.



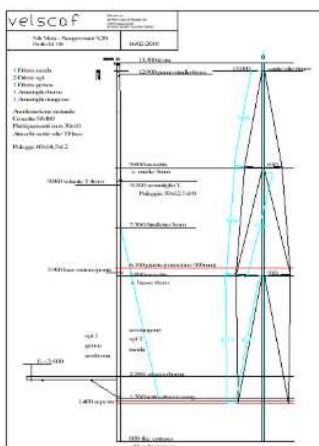
A sinistra, l'interno visto verso poppa; a destra, la cucina



Gli interni visti verso prua. Ben visibili le due cuccette prodiera ripiegabili contro la murata, e il cubo di compensato marino che nasconde il WC. Comodità e riservatezza non sono fra i punti forti della barca

Il motore installato nel 2018 è un Volvo Penta D1 20/130S Kw 14 (CV 20), anno costruzione 2017, matricola 5102376652C. La trasmissione è a linea d'asse con cardano ed invertitore V-Drive.

L'albero, progettato e prodotto dalla Velscaf di Carasco, è in alluminio anodizzato, con due ordini di crocette. Anche il boma e il tangone sono di produzione Velscaf e in alluminio anodizzato. Il sartame è in acciaio inox spiroidale.



Gli strumenti sono un plotter GPS Raymarine Axiom 7, una stazione del vento Raymarine I 60, un Eco/Log Raymarine I 50, un pilota automatico Raymarine RAY 70, e una radio VHF Raymarine Ray 70 con doppia stazione.

L'impianto elettrico è in corrente continua 12 Volt, e corrente alternata 220 Volt, con due batterie, di cui una dedicata al motore ed una ai servizi.

La barca ha quattro pompe di esaurimento: due elettriche automatiche o manuali ad immersione, una elettrica manuale, una manuale fissa azionabile dal pozzetto.

Il verricello salpa ancora è un Lofrans, con 50 metri di catena.

L'attrezzatura di coperta è in parte quella originale (che comprende pezzi unici costruiti artigianalmente dai Cantieri Sangermani, come il meccanismo tendipaterarazzo) e in parte di Harken.

The builder: Cantieri Sangermani, Lavagna

The exact date of establishment of the boatyard is unknown, but its activities began in the last years of the 19th century at Mulinetti, a village on the Riviera di Levante near Recco, not far from Genoa. Ettore “Dorin” Sangermano decided that he would build in his workshop the boats for his newborn son Cesare (born in 1896 and much later Mä Vista’s designer) and later for his brother Piero (born in 1909). Ettore felt that his children could enjoy sailing and be competitive.

In 1906, Ettore won a gold medal at an important exposition, for a small sailing yacht he designed and built. This was the first official recognition of his boat building and design capabilities.

Cesare and Piero (who went by the family name Sangermani due to a clerical mistake in the municipal birth registry) did not disappoint their father and won numerous races on the Italian and French Rivas. In 1928 they won the 5.5-Metre class championship at Bogliasco in the fast Vespa, which had just been completed. The many victories won by the Sangermani brothers in this yacht led to the production of other important racing boats.

Cesare was a superb yachtsman and gifted designer and was one of the founders of the Italian guild of yacht

designers. His brother Piero had a deep knowledge on how to work wood and boat construction.

While Cantieri Sangermani did build a few working boats, from its early years its strategy favoured the building of yachts.

The boatyard's records of that period have gone missing, but it is thought that about 100 boats were built in Molinetti. The space available there became inadequate to satisfy the demands of the customers, who were commissioning larger yachts, so in 1934 the Sangermani brothers decided to move the yard to Rapallo. Here, about 40 magnificent yachts were launched: notable among them Samani I, inspiration of many subsequent motor-sailers, Santa Rita, Gipo II, and the 22 meter sloop Samani II.

At the beginning of the Second World War, the Sangermani brothers were once again looking for new space to enable them to expand their business. In recognition of their skills, they were asked to run a shipyard at Riva Trigoso.

Under their leadership several vessels were completed in Riva Trigoso, generally much larger than those they were used to build in Molinetti or Rapallo.

Among these was 40-metre long Solaro I, which was commissioned in 1945 by the Archbishop of Genoa, Cardinal Pietro Boetto, and was used to transport Jewish refugees to Israel, in a natural continuation of Cardinal Boetto's successful wartime efforts to save hundreds of Jews from deportation.

In 1946 Cesare and Piero Sangermani transferred the yard to its current location in Lavagna. During the 1950s and 1960s Sangermani's production entered into the limelight of the international yachting scene with the construction of several RORC (Royal Ocean Racing Club) yachts.



*Cantieri Sangermani in Lavagna. Mä Vista was built here.
Construction started in 1971 and the boat was launched in 1972*

The boats built by the yard were in part designed by Cesare, and otherwise by some of the best-known naval architects, including Franco Anselmi Boretti, Dick Carter, Eugène Cornu, German Frers, Laurent Giles, John H. Illingworth, Gary Mull, Angus Primrose, Philip Rhodes, Carlo Sciarrelli, Sparkman & Stephens.

The clients of Cantieri Sangermani were some of the great Italian and international families, but also the yachting division of the Italian Navy, which commissioned Chiar di

Luna, completed in 1950, Artica II, launched in 1956, Stella Polare of 1965, all of which had many victories in important races helping to make the name of Cantieri Sangermani well-known all over the world.

Some of the other boats built in Lavagna by the yard are worth mentioning.

Susanna II designed by Laurent Giles and launched in 1964, won three consecutive editions of the Giraglia Race in 1964, 1965 and 1966 (Mä Vista and Susanna II spent many years under the common ownership of Renato Cacciapuoti).



Gitana IV, built by Sangermani for the Rothschilds

Gitana IV was built for the Rothschild family, won line honours at the 1965 Fastnet Race lowering the time by 11 hours, and setting a record that remained unbeaten until 1971.

Cesare Sangermanni-designed Mania was launched in 1969, won the 1971 Giraglia Race with Cesare's son Cesarino at the helm and was the progenitor of a series of twin boats.

Chaplin, designed by Carlo Sciarrelli for the Novi family, is now part of the classic boat sailing team of the Italian Navy and a serial winner of classic boat races.



Chaplin, a Sangermanni now part of the fleet of classic boats of the Italian Navy

All Sangermanni yachts can be recognized by the yellow line of their side, ending with three dots of diminishing size, symbolizing Sangermanni through the Morse code (dot – dot – dot) for the initial S

The designer: Cesare Sangermani



Cesare Sangermani with the Italian Navy's Artica II in the background

Cesare was born in 1896. He was a superb yachtsman, winning countless races. A successful naval architect, he

was widely acknowledged as a Guru of yachting. The boats he designed were invariably beautiful, fast, and superbly built. He maintained that each of the boats built in his yard was different and challenged anyone to find two Sangermani boats that were the same. In fact, all the boats he designed were in wood, and were built by hand, in a spasmodic quest for perfection.

Cesare was happier when building boats designed by others, and would design only under pressure from a client, or because he wanted to test an idea, as was the case with Mä Vista.



Raggio di Sole of 1955 was one of Cesare's favourite designs

Among the boats Cesare designed were Arianna, Dragonera (ex Cipi II), Gitana IV, Lys, Xingu, Raggio di Sole and Mania.

Lys and Xingu were designed and built for Gianni Lancia, the owner and chief executive officer of car manufacturer Lancia during the years when Lancia launched some of its most successful and innovative cars. Lys won the Giraglia in her class in 1960, and Xingu won line honours at the same race twice, in 1961 and 1963.

Cesare died in 1976, only a few years after the launch in 1972 of Mä Vista.



Cesare (left) with Piero Sangermani

Cantiere Navale dell'Argentario

The Cantiere Navale dell'Argentario was established in 1945 in Porto Santo Stefano, on the Argentario peninsula in Tuscany. It started its activities by repairing the fishing boats damaged by the war and building new vessels for the local fishing fleet. With the development of pleasure boating, the yard's activity turned to yachts. Among notable classic boats restored or rebuilt by Cantiere Navale dell'Argentario are two 12 metre designs by Olin Stephens, Nyala of 1938 and Vim of 1939; Dorade of 1929; Linnett, a NY 30 designed by Nathanael Herreshoff in 1905.



Bona Fide, a 1899 gaff cutter restored in 2003

The boatyard was responsible for the refitting of Mä Vista (then Mavista) commissioned by Renato Cacciapuoti.



Vim, a 12-metre designed by Olin Stephens, launched in 1939 and restored in 2004

C.A.R.M.

CARM was established in Lavagna in the 1960s, when pleasure motorboats started plying the waters of the Tigullio gulf in larger numbers. The boatyard was established by Guido Prina, a distributor of the beautiful Riva powerboats.



CARM on the day of Mä Vista's launch in 2018

Prina entrusted the management of the yard to another nautical pioneer, Roberto Poirino. The establishment was gradually subjected to significant improvements and, in a short time, became a reference centre for the storage and maintenance of pleasure boats. In the 1970s the yard

began a collaboration with Pietro Baglietto of the eponymous Varazze boatyard and undertook its first major works on the legendary Baglietto yachts: Ischia, Elba, Minorca, Maiorca.



A Riva Aquarama

Wooden boats gradually gave way to fiberglass vessels. CARM adapted to the new requirements of its customers and specialized in processing the new material and began to work also on sailing vessels.

The yard is now run by Roberto Poirino's son Marco, and has mechanical, electrical, joinery and upholstery workshops.



A Baglietto Minorca

Images from 1972

The following pages are a memento of what else happened in the year of Mă Vista's launch.

Politics and world affairs



Italy's prime minister was Giulio Andreotti, who in 1972 lead his first two (of seven) governments. The president of the Republic was Giovanni Leone



At the Munich Olympics eight members of the Palestinian terrorist group Black September took hostage and killed 11 members of the Israeli Olympic team



US President Richard Nixon travelled to China and met Chairman Mao Zedong



Leonid Ilyich Brezhnev, General Secretary of the Communist Party of the Soviet Union and US President Richard Nixon sign the SALT I agreement freezing the number of strategic ballistic missile launchers at existing levels



Andreas Baader, Jan-Carl Raspe, Holger Meins and some other members of the terrorist group Red Army Faction are arrested in Frankfurt am Main, after a shootout. Weeks later also Ulrike Meinhof and Gerhard Müller are arrested in Langenhagen



Japanese soldier Shoichi Yokoi is discovered in Guam: he had spent 28 years in the jungle, having failed to surrender after World War II



Associated Press photographer Nick Ut takes his Pulitzer Prize-winning photograph of a naked nine-year-old Phan Thi Kim Phuc running down a road after being burned by napalm during the Vietnam War

Sports



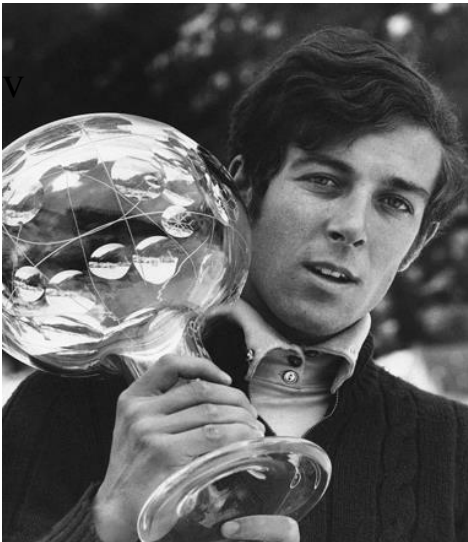
Juventus won the Serie A championship



Ajax won the European Cup, defeating Inter



The Dallas Cowboys won their first Super Bowl, defeating the Miami Dolphins 24-3



Italian skier
Gustav
Thöni won
the overall
alpine ski
world cup



Brazilian driver
Emerson
Fittipaldi won
the Formula 1
championship
driving a Lotus



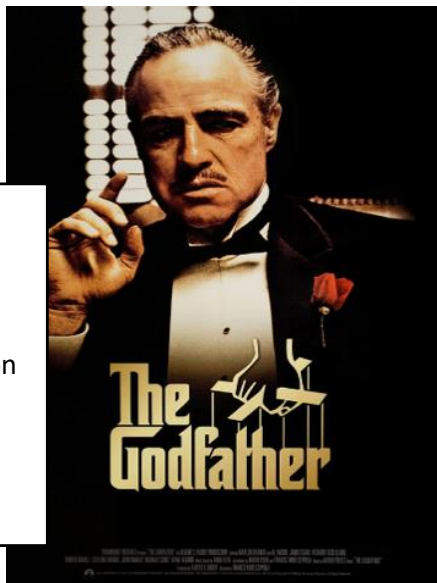
Eddy Merckx wins the Giro d'Italia and the Tour de France

Popular culture



Nicola di Bari won the Sanremo Festival with the song "I giorni dell'arcobaleno"

"The Godfather", starring Marlon Brando, was one of the most successful movies. The film won the Oscar Best Picture award, and Brando the Best Actor award





The Fiat 127 was voted Car of the Year



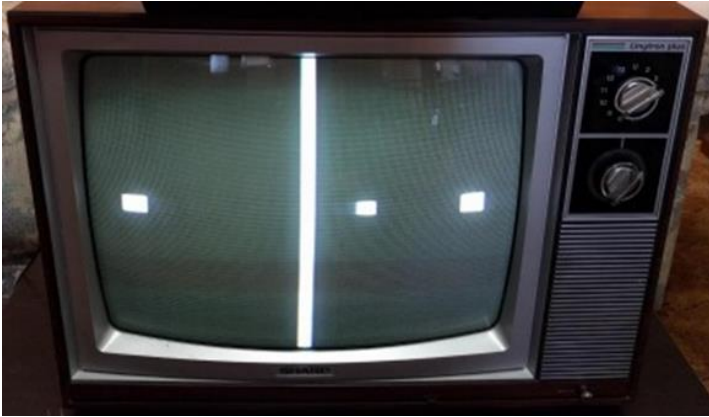
The Volkswagen Beetle overtook Ford's famous Model T as the world's all-time most-produced automobile



Chess match between world champion Boris Spassky of the Soviet Union, and United States champion Bobby Fischer, in Iceland at Reykjavík. Fischer became world champion after 21 games

In St. Peter's Basilica (Vatican City), Laszlo Toth attacks Michelangelo's Pietà statue with a geologist's hammer, shouting that he is Jesus Christ



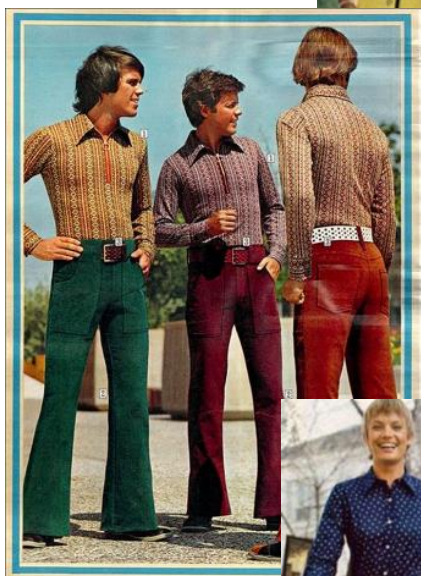


The Magnavox Odyssey video game system is first demoed, marking the dawn of the video game age



Actors Cameron Diaz, Ben Affleck and Gwyneth Paltrow were born

Fashion



Today's mighty and powerful in 1972

Donald Trump

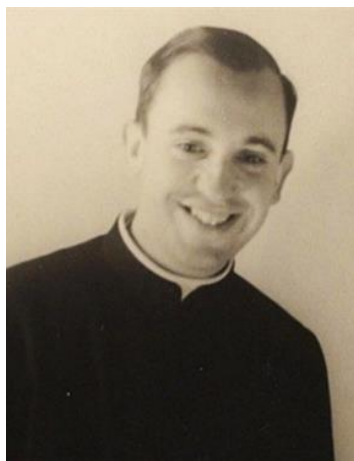




Xi Jinping



Silvio Berlusconi



Pope Francis



Boris Johnson



Angela Merkel

Acknowledgements

This is the second edition of this booklet. A few months ago, my daughter Julia and I prepared a few copies of a temporary edition which we distributed to a handful of friends so that they could help with their corrections and suggestions. Most did, and thanks to their kindness this book is now significantly more accurate.

In addition to my daughter Julia, who patiently re-started work on the book and endured my pestering, special thanks go to Francesco Gandolfi, an inexhaustible and extraordinarily well-informed source on Italian and international yachting; Marco Livraghi, who shed some additional light on when the boat was owned by his father Giancarlo; Marco Poirino, who validated, and improved on, the technical description of the boat.

I hope this edition will stimulate others to come forward with information. If they do there may be a final, more complete and accurate edition of this book.

The pictures in this book come from various sources, including professional photographers Paolo Maccione and Marco Trainotti. The photos of the restoration were taken by my friend Goffredo Mameli, CARM's owner Marco Poirino and myself. The earliest photo of Mä Vista was taken by Francesco and Mietta Gandolfi in the harbour of Chiavari in 1972.

