

CODECASA

Superyacht SHIPYARDS

A TWOHUNDRED YEAR OLD STORY

Cantieri Navali Codecasa started building sailing work boats in wood in a small workshop situated in Viareggio back in 1825 with shipwright Giovanni Battista Codecasa then aged 22.

Today this Italian shipyard is renowned for building two lines of superyachts: traditional displacing navette built in steel and aluminium alloy and very performing planing motor yachts in lightweight aluminium alloy with hydro-jet drives.

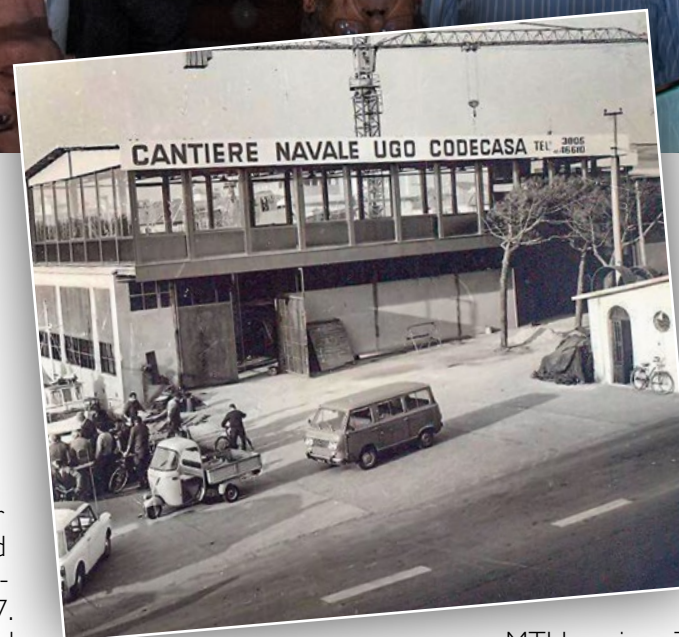
However not everyone knows that in nearly 200 hundred years this shipyard has always remained with the founder's family: Codecasa. They have built practically every sort of boat, starting with sailing work boats in wood. Di Giovan Battista nick named "Tistino" Codecasa was born in 1875 and nephew of Giovanni Battista who founded the "Antonio Codecasa e Figli" yard on government land granted to him in 1920 situated in the Lucca Dock which he later transferred into a new structure he built in the Tuscany Dock. He's said to have built approximately one hundred boats in wood.

The switch to building in metal occurred with the following



generation when two of "Tistino's" five sons took the helm in the 'fifties and 'sixties as pioneers building steel commercial boats, fishing boats and support vessels for small cargo ships. In 1973 Ugo steps down and his son Fulvio Codecasa takes over and to date he is still at the helm after deciding years earlier to plunge into the yachting world with new yards the Cantieri Navali Ugo Codecasa SpA. In 1977. The first units built and launched at the time were the 25 metre "Gram" and the 35 metre "G.V. first" both are in steel and aluminium alloy.

In the course of the thirty subsequent years this yard grew exponentially and witnessed the inception of Codecasa Due SpA (Public Limited Company edn.) which



replaces the preceding old Cantieri Navali Codecasa in the Tuscany Dock, as well as the new Cantieri Navali Tre SpA in the Viareggio Dock. In the meantime the building of displacing steel and aluminium alloy ships continues and in 2000 the yard also takes on the production of sporty hydro-jet motoryachts equipped with KaMeWa jets and

MTU engines. The first to hit the water is the 35 metre Codecasa 35s which in the course of the years gave way to the 41, 45, and 50 metre ones. In that period yachts were already getting bigger and bigger and Codecasa took up the challenge head on and begins with a 62 metre line. The first off the chocks of this line is "Apogee" in 2003. In 2006 "Moneikos" another 62 metre

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follows on. This one was built for Leonardo del Vecchio , President at Luxottica and owner of a 50 metre Codecasa built in '99. Between 2008 and 2010 three units of the 65 metre flagship line: the "Main" built for Giorgio Armani and "Family day" and "Lady Lau" for two Asian customers are delivered. It is worth noting that despite the fact the yachts belong to a specific productive line, identical units do not exist. In fact the yard leaves every owner the possibility of choosing what is best for him and closer to his needs from an aesthetical point of view as well as a functional one. In 2011, in addition to the three existing realities, Codecasa celebrated the opening of another productive site in the Navicelli Docks in Pisa.

Today the Codecasa group is divided up as follows: Cantie-



ri Navali Ugo Codecasa and Cantieri Navali Codecasa Tre, which produce steel and aluminium alloy yachts from 40 to 90 metres long.

Codecasa Due, which is dedicated in the building of up to 35 metre models, patrol boats for the Coastguard and motor and sailing yachts not exceeding 40 metres.

The success attributed to this entrepreneur can be summed up in the following way: three pillars make up his company policies: very high quality standards; maximum flexibility in custom and standard builds, deliveries made as scheduled. For further information: Cantieri Navali Codecasa; Piazzale San Benedetto del Tronto 7, C.P. 456, 55049 Viareggio (LU); tel. +39 0584 384092, fax 0584 384323;

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