

PRESENCE - CANTIERE DELLE MARCHE



Builder: [Cantiere delle Marche](#)

LOA: 129' 0" (39.40 m)

Year Built: 2026

Beam: 26' 0" (8 m)

Model: Displacement

Max Draft: 7' 10" (2.40 m)

Price: \$29,118,524.04 USD Subject to change.

Cruising Speed: 10 Knots (11.51 MPH)

[See full listing on our website](#)

Location: Ancona, Italy

Max Speed: 13.50 Knots (15.54 MPH)

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OVERVIEW

Delivered by Cantiere delle Marche in 2026, this 40m full displacement motor yacht marries true blue water exploration with the refinement of Italian buildsmanship. A robust steel hull, aluminium superstructure and classic teak decks provide the strength and endurance of an expedition vessel capable of cold climate passages, while acoustic insulation and a polished finish preserve the quiet, comfortable atmosphere expected of a modern Mediterranean superyacht.

Hydro Tec's exterior lines carve a purposeful, elegant silhouette across the horizon, and interiors by Giorgio Cassetta introduce a contemporary, airy mood with welcoming lounges and a neutral palette ready for personal expression. Accommodation for up to twelve guests is arranged across five cabins; each twin can convert to a double and includes Pullman berths, offering exceptional flexibility for family cruising. Up to eight crew are housed in generous, guest standard quarters, while a Captain's double adjacent to the Bridge on the upper deck ensures efficient, seamless operations.

Commissioned by her current Owner for a circumnavigation, this displacement motor yacht is engineered for long passages: twin MAN engines rated at 749 kW apiece deliver a remarkable 5,000 nm range at 10 knots. Robust CDM explorer grade engineering is evident in the capacious engine room, which also accommodates twin 80 kW Caterpillar generators. Powerful zero speed stabilisers afford serene motion whether underway or at anchor, and abundant storage throughout the vessel preserves space for provisions and adventure gear.

Expansive exterior decks invite relaxation and alfresco dining. Windbreak doors on the bridge deck make outdoor meals comfortable in breezy conditions, while an enclosed forward sundeck forms an all weather retreat with loose furnishings that reconfigure easily into a gym or private dining

salon, complete with a substantial bar and grill. Doors fold back flush to create a single, fluid inside–outside environment. A beach club with sauna opens onto an oversized swim platform with a built-in shower and Opacmare transformer stairs for effortless sea access or tender boarding. Removable rails and wide stairs lead to the vast aft deck and convert the stern into a tri-level beach and watersports zone at anchor; generous stowage in the beach club and engine room accommodates tenders, toys, bikes and expedition equipment.

Key features

Brand new 40m steel, full displacement explorer yacht by Cantiere delle Marche (delivery scheduled January 2026, no modifications)

Efficient twin MAN 749 kW engines delivering a remarkable 5,000 nm range at 10 knots

Robust CDM explorer grade engineering in a spacious engine room with twin 80 kW Caterpillar generators

Wide exterior decks and an enclosed forward sundeck for cold-water passages or air-conditioned comfort, with doors that pin back in fair weather

Large aft sundeck bar and BBQ for elegant entertaining

Fully equipped for Mediterranean cruising and long-range blue-water exploration

Images are illustrative and loose furniture may vary slightly from what is shown. A detailed furniture specification is available upon request.

This 40m superyacht is the consummate synthesis of explorer practicality and luxury yacht elegance—an oceangoing expedition motor yacht designed for effortless global cruising.

SPECIFICATIONS

Basic Information

Category:
Motor yachts

Year Built:
2026

Model Year:
2026

Country:
Italy

Dimensions

LOA:
129' 0" (39.40 m)

Max Draft:
7' 10" (2.40 m)

Beam:
26' 0" (8 m)

Speed, Capacities and Weight

Cruise Speed:
10 Knots (11.51 MPH)

Water Capacity:
1717.12 Gallons

Max Speed:
13.50 Knots (15.54 MPH)

Fuel Capacity:
14318.12 Gallons

Gross Tonnage:
410 Pounds

Accommodations

Crew Cabin:

4

Hull and Deck Information

Hull Material:

Steel Yachts

Hull Designer:

Hydro Tec

Deck Material:

Steel

Interior Designer:

Giorgio M. Cassetta Design

Hull Configuration:

Monohull

Engine Information

Engines:

2

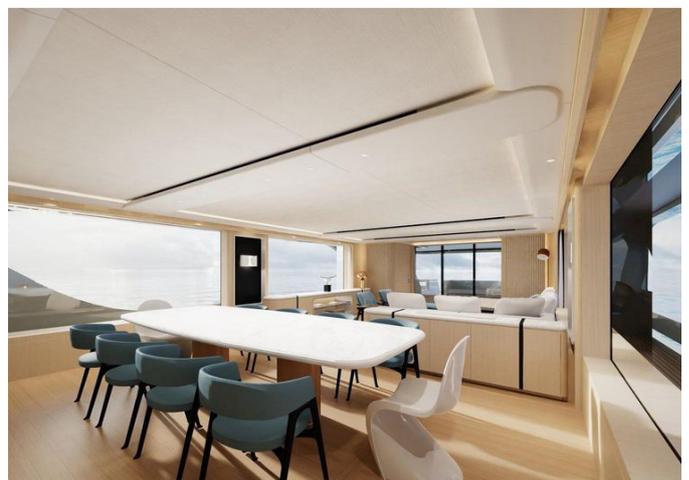
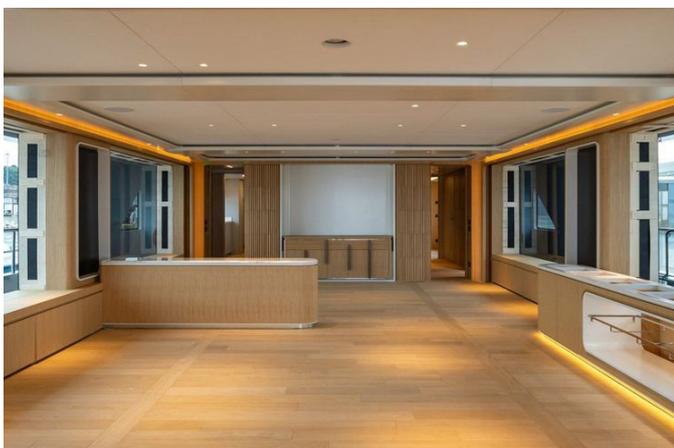
Fuel Type:

Diesel

Manufacturer:

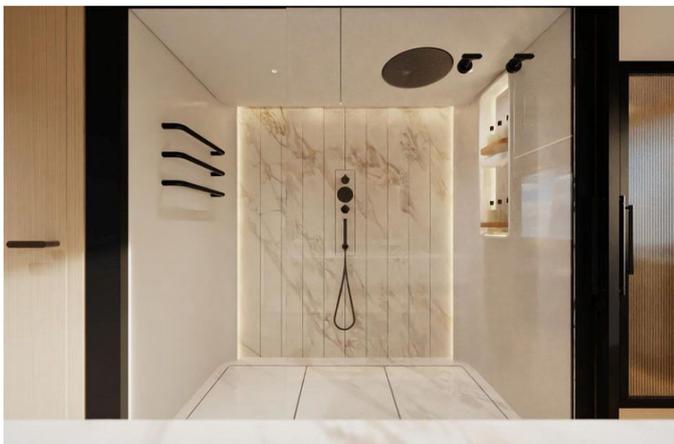
MAN

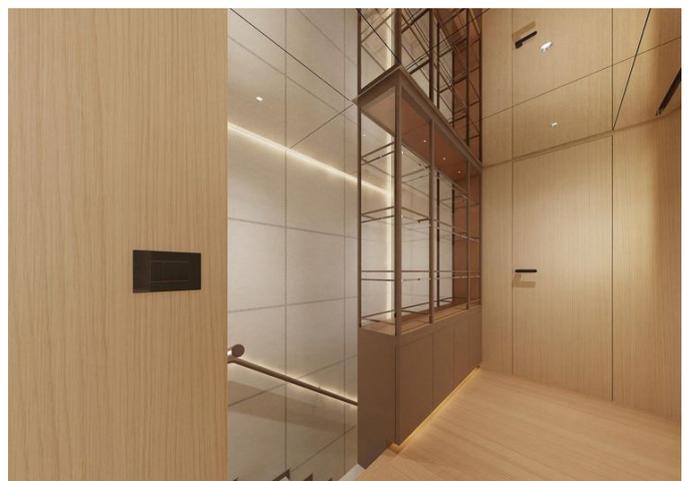
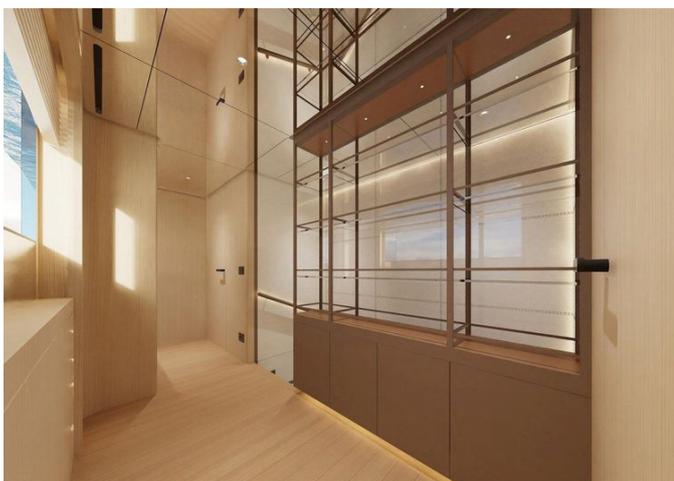
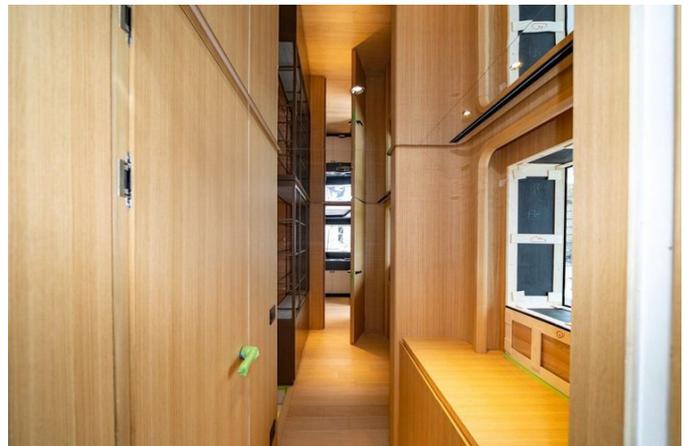
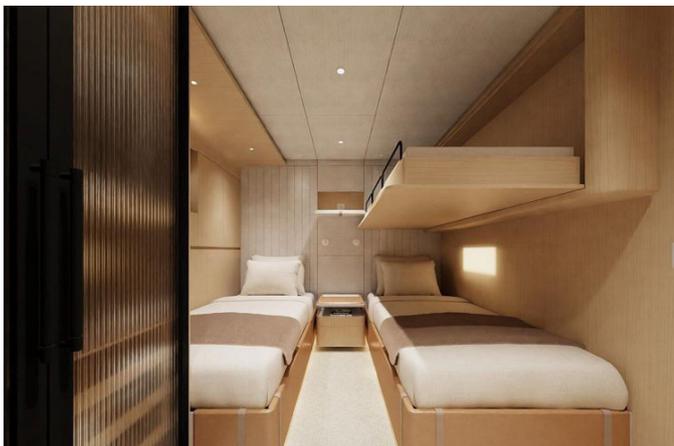
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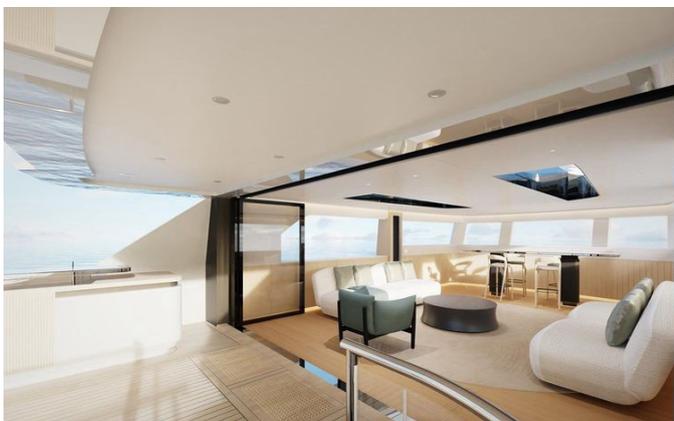








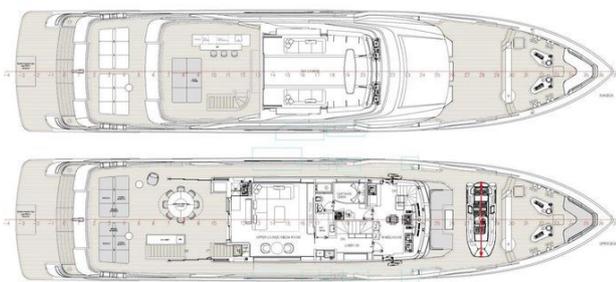
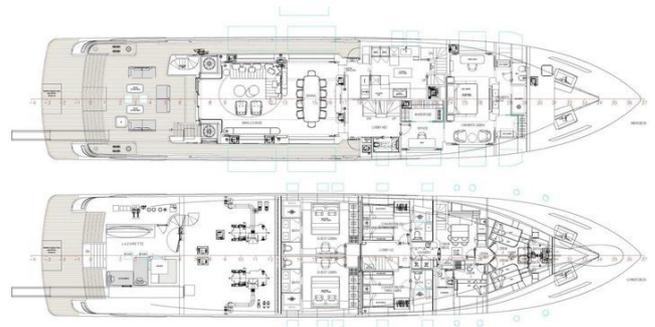












DETAILED DESCRIPTION

Detailed description

Delivered in 2026 by Cantiere delle Marche as hull 130.37, this full displacement expedition yacht marries the strength and autonomy of a true oceangoing explorer with the elegance of Italian design. Conceived by Cantiere delle Marche and Hydro Tec for naval architecture, with purposeful exterior lines by Hydro Tec and interiors by the Italian studio of Giorgio M. Cassetta—together with interior design credit to Giorgio M. Cassetta Design—she is built in steel with an aluminium superstructure and teak decks, RINA classified, and engineered for the practicality of cold water cruising while retaining the comfort and finish expected of a luxury Mediterranean build. At 39.40m LOA (129'3") with a 36.00m LWL (118'1"), an 8.00m beam (26'3") and a maximum draft of 2.40m (7'10"), she presents a confident stance under way and exceptional volume, with a gross tonnage of 410 and an approximate fully loaded displacement of 400 tons. Power comes from twin MAN D2862 LE 428 diesels, each delivering 749 kW (1,004 Hp), for a maximum speed of 13.50 knots, an exceptionally efficient cruising speed of 10.00 knots, and a remarkable range of 5,000nm at 10.00 knots, all supported by robust CDM engineering and the reliability to roam. Her construction and systems specification is as resolute as her mission. Propulsion runs through Reintjes WAF 444 gearboxes with a 4.0:1 reduction to fixed pitch, outward turning propellers in bronze nickel aluminium alloy with five blades. Dual rudders are driven by Kobelt or equivalent electric steering gear, while CMC zero speed electric fin stabilisers ensure comfort both at anchor and underway. Manoeuvring is enhanced by an electric CMC 85kW bowthruster. Electrical power is provided by two Caterpillar generators, port and starboard, each 80 kW (107 Hp), feeding a 400V 50Hz three phase system; shore power arrives

through a 20 m cable with a Glendinning coiling system. Climate control is via Dometic or similar zoned fan coil air conditioning designed for Mediterranean use. Fresh water autonomy is assured by an Idromar desalinator producing 7,200 litres per day, feeding a fresh water system with a hot water ring, UV steriliser, carbon filter and silver ion treatment. Black water is managed by a SELAMR or similar treatment system with MARPOL connection. Fuel capacity is 54,200 litres (14,318 US gallons), fresh water is 6,500 litres (1,717 US gallons), dirty oil 400 litres (106 US gallons), grey water 4,300 litres (1,136 US gallons) and black water 1,500 litres (396 US gallons). Crew complement is up to eight. The deck plan is conceived for seamless enjoyment of life at sea. A very generous built in teak clad stern swimming platform forms the threshold to the ocean, beneath which a versatile beach club, accessed via a large upward opening shell door, delivers an immediate and effortless connection to the water. This guest standard space, fitted to owner specification, includes a sauna, a day head and a shower. From the platform, Opacmare transformer stairs provide direct, easy access to the sea and can also serve as a second passerelle in port, complementing the primary, very solid Sanguineti hydraulic passerelle on the starboard side that extends two metres beyond the swim platform. Removable railings on the swim platform and on the stairways leading to the main deck allow the entire aft arrangement to transform into a vast triplex beach and watersports zone when at anchor, ideal for swimming, diving and launching tenders and toys, with ample storage in the beach club and engine room for toys, bikes and expedition gear to keep the decks clear. Wide exterior stairs lead up on both sides to the expansive aft deck, where a large seating area invites relaxation or informal dining close to the water. On the upper deck a 2,000 kg crane handles tender and equipment logistics with ease, while Italwinch electric anchor winches forward, paired with galvanised Pool HHP anchors and galvanised steel chains of 19mm diameter totalling 275m, ensure secure moorings. Aft warping is assisted by Italwinch electric capstans, and a manual accommodation ladder serves both starboard and

port side doors. Moving inside from the aft deck, the main salon is bright and contemporary, its large windows flooding the space with natural light. The aesthetic, by Giorgio M. Cassetta Studio, pairs Italian refinement with a warm, welcoming atmosphere, the neutral palette providing a serene foundation that a new owner can easily personalise. Forward, a formal dining area connects seamlessly with the exterior to blend indoor and outdoor living and make the most of every horizon. Entertainment is discreetly integrated, with television provisions as standard, and the galley and service areas include a barbecue for convivial alfresco moments. Accommodation is arranged for up to ten plus two guests in five cabins, with all spaces crafted in the same refined, contemporary style. The full beam Owner's suite occupies the forward main deck, enjoying panoramic views through oversized windows and comprising a private office area to starboard with doors that can close, a generous walk in wardrobe, and a large ensuite bathroom to port with his and hers twin basins, WC, bidet and a walk in shower. Four equally well appointed guest cabins lie on the lower deck: the two aft cabins are permanent doubles, while the forward cabins can be configured either as doubles or as twins, each with an additional Pullman berth to deliver highly flexible arrangements for extended families or groups of friends. All guest cabins are ensuite. Crew are equally well considered, with accommodation for eight in four cabins finished to guest standard, and a Captain's double cabin placed conveniently adjacent to the Bridge on the upper deck for optimal operations. On the bridge deck, a comfortable sky lounge opens onto an inviting aft deck dining area. Windbreak doors on either side of this exterior make it a true all weather space, enabling sheltered outdoor dining even on a breezy evening. Forward of the Bridge, a forward facing seating area with a table becomes the perfect vantage point for a sundowner as you ease into a new port or anchorage at day's end. Above, the sundeck is a standout feature and a defining difference from the standard Mediterranean yacht: designed for entertaining in all weathers, it offers a large marble clad wet bar and grill aft, with fridge and icemaker, surrounded by

loose furniture for lounging or casual dining. Forward, a fully enclosed section provides exceptional versatility with retractable glass doors that can be opened entirely and pinned back flush against the bulkhead for a seamless inside outside flow, or closed for climate controlled comfort when cruising in colder climes. Currently arranged with a forward facing bar with bar stools and sofas to either side, this adaptable space, furnished with loose pieces, can just as easily serve as a gym, a dining area or an observation lounge, perfectly suited to any climate or itinerary. Navigation, communication and situational awareness are specified to expedition standards. At the helm, a Cassens & Plath Type 11 overhead magnetic compass is complemented by a Furuno SC 70 satellite compass. Autopilot duties are handled by a Simrad AP 70 Mk2 paired with an AC80 computer, RF45X feedback and a Precision 9 sensor. Soundings come via a Furuno BBDS1 network sounder with a B258 transducer and a DST 810 smart sensor, which also supplies speed/log data. Radar coverage is formidable with two Furuno DRS12A X Class open array 12 kW ARPA radars. Positioning and traffic awareness are assured by a Furuno GP 39 GPS and a Furuno FA 70 Class B+ AIS. Electronic navigation runs on MaxSea TimeZero Professional, displayed on three Hatteland 27" MMD FOGA displays, while wind information is delivered by a Furuno FI 5001 wind transducer with FI 70 and RD 33 repeaters. Communications include a Furuno FM 8900S VHF DSC Class A as the main set and a Furuno FM 4850 VHF DSC Class D as secondary, backed by a Furuno LH 5000 loudhailer with LH 5000 remote intercom stations. For emergency signalling, an Ocean Signal EPIRB3 Pro Cat.1 with AIS and an Ocean Signal SafeSea S100 SART are fitted. Safety and firefighting capabilities are comprehensive, matching the yacht's go anywhere brief. Equipment includes four life buoys with stainless steel holders, two fitted with self igniting lights and 30 m buoyant lines, together with twenty inflatable lifejackets with whistles. Pyrotechnics are carried in the form of four rocket parachute flares, four hand flares and three smoke signals, with a hand sound gas signal also provided. Firefighting is covered by UNI 45 fire hoses,

each 18 m with fittings and a nozzle, an addressable fire detection and alarm system throughout the yacht with a panel in the wheelhouse, smoke and heat detectors, manual call points and alarm bells, plus an emergency power driven fire pump in the lazarette connected to the fire main. Portable one kg powder extinguishers are placed in each cabin for rapid first response. Anchoring her technical depth is a specification that favours reliability, redundancy and ease of service worldwide, from the twin 80 kW Caterpillar generators to the dual 400V 50Hz three phase electrical backbone. Boat handling is intuitive and secure, thanks to the combination of robust ground tackle, the electric bowthruster and the reassuring stability of CMC zero speed fins. Entertainment is seamlessly integrated, and barbecue facilities make the most of the yacht's many alfresco dining zones. In summary, this brand new circa 40m steel full displacement explorer by Cantiere delle Marche, scheduled for delivery in January 2026, brings frugal twin MAN 749 kW power, a massive 5,000nm range at 10 knots and robust CDM engineering together with expansive exterior decks and an enclosed forward sundeck whose doors pin back out of the way in clement weather yet allow for air conditioned comfort on hotter days and warmth in colder seas. A large bar and BBQ area aft on the sundeck underscores her entertaining credentials, while the remarkable triplex arrangement of swim platform, beach club and aft deck, complete with sauna, day head and shower, and Opacmare transformer stairs, elevates life at anchor. Fully equipped for both Mediterranean cruising and long range global exploration, she is as comfortable on a summer coast as she is entering high latitude anchorages. Images contained in the brochure are for illustrative purposes only; the loose furniture on board may differ slightly from that shown. A detailed furniture specification is available upon request.

CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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