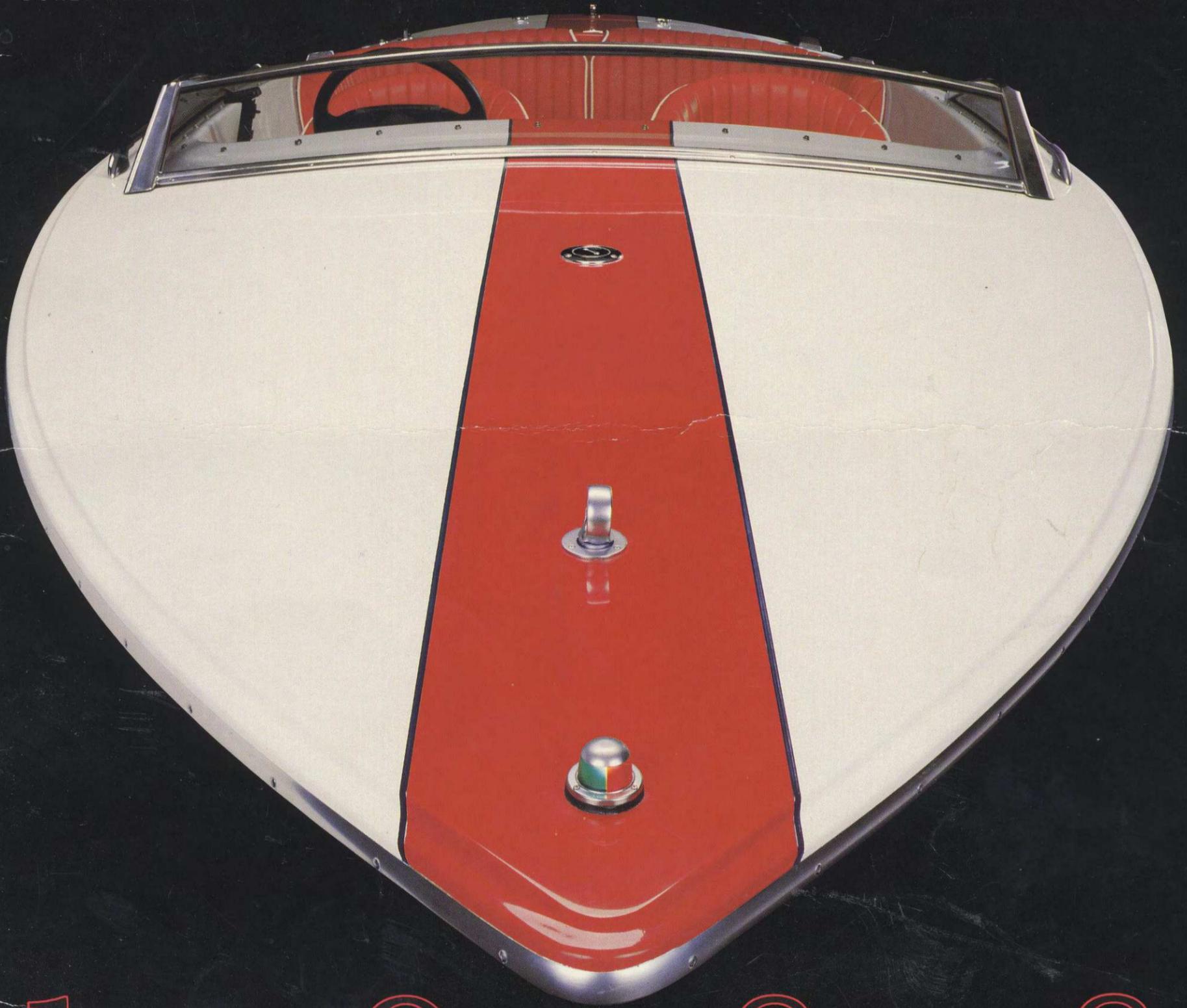


# DONZI

DONZI MARINE CORPORATION

1988 CATALOG • TEN DOLLARS



1 9 8 8  
P O R T F O L I O

L i q u i d F l i g h t



Speedboating Redefined

**DONZI**

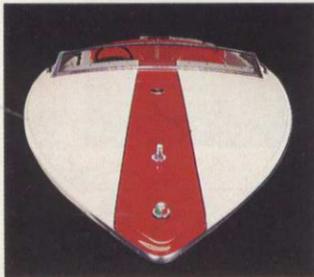
The excitement of Donzi on the water  
inspires the desire to possess...  
Donzi Marine Corporation, P.O. Box 987,  
Tallevast, Florida 34270-0987

Telex: 9102407986      Cable: DAMDONZI  
813/355-9355

A Manatee County Industry  
Copyright 1987

# DONZI®

## CONTENTS



**COVER:**  
Classic Donzi. Since 1963, the streamlined perfection of the Donzi Classics has set the standard for discriminating speedboaters...



Page 4



Page 15



Page 30



Page 39



Page 14

The Donzi® Portfolio is an exclusive publication of Donzi Marine Corporation, for ten dollars per copy. All rights reserved. Reproduction in whole or in part without written permission is prohibited. Donzi® and the crest design are protected through trademark registration in the United States and in the foreign countries where Donzi boats are sold. Principal office: Donzi Marine Corporation, 8161 Old Bradenton Road, Sarasota, Florida 34243.

**2 The Kiss of the Angel**  
What makes Donzi different? CEO, Dick Genth and President, Gordon Houser speak out in a candid interview.

**5 Timeless Classics**  
The quintessential speedboats.

**12 Affairs with Perfection**  
Close Up: A Donzi pictorial.

**14 Galley Gourmet**  
A succulent crab casserole developed expressly for DONZI by Janet Groene, noted cookbook author.

**15 The Z-Series**  
Maximum speedboats.

**26 Master of the Game**  
Donzi's 65' tournament sportfisher outclasses all comers.

**29 Boat Buying Advice:**  
George Poveromo on reeling in the right fish boat.

**30 Fishing Machines for Modern Man**  
Oh, the Advantage of Donzi Design!

**39 Ragazza!**  
At last! The Affordable Family Donzi.

**46 Donzi Dudz™**  
Casual wear with a Donzi flair:  
It's selling like very elegant hotcakes.

**48 Coming Soon**  
A rebirth in Ford Motors and Donzi marketing collaboration.  
The 17' bowrider and the Mediterranean-style 36' widebody cruiser.



Page 48

# The Kiss of the Angel

Luck has no place in this team's formula for corporate success, but they do believe in the *Kiss of the Angel*...

**GORDON HOUSER.**  
Donzi President and the source of Donzi's critically acclaimed advertising and promotional strategies.



**DICK GENTH.** Donzi's chairman of the board and the driving force behind the company's rebirth.

**Donzi:**

Dick, you took Thunderbird from receivership in 1962 to a 7.5 million dollar sale to Fuqua Industries. You took Wellcraft from sales of 2 million to 44 million, and Chris-Craft from 26 million to over 175 million. Where are you taking Donzi?

**Genth:**

I'd like to level off around 75 to 100 million.

**Donzi:**

Why put a cap on it?

**Genth:**

Because I don't think you can physically build 30 to 40 boats a day and maintain the quality our reputation is built on.

**Gordon Houser:**

Donzi has always been associated with quality; it has always been associated with speed. The man that founded

the company, Don Aronow was a national and world offshore champion for several years. So while Donzi was never a high volume company, Donzis always seemed to be in the hands of famous people—people who didn't have to compromise on quality.

**Genth:**

Quality is our mission. We're dedicated to it. There probably isn't a company that will live any closer to it than we do.

**Houser:**

What we're trying to do is refinement—of every individual aspect of every boat. We're constantly reexamining what we've accomplished so far and trying to refine it even more.

**Genth:**

We call it giving a boat the *Kiss of the Angel*. Tweaking it. And even then—we're still

not satisfied. We keep on trying to give it the *Kiss of the Angel*.

**Donzi:**

The Kiss of the Angel is one thing coming from an engineer or a designer, but how does it translate to the people who actually build the boats?

**Genth:**

We're striving to reach absolute quality. The engine, the wiring systems, the stringer systems, the firewalls and instrument panels—every component our people use and all the work they do is as high a quality as we can get.

**Houser:**

We initiated a quality incentive program in which we take that portion of the monies allotted for warranties and post it on a large chart in the work area. Each month, the warranty claims are de-

ducted from that total amount, with the idea being that whatever is left at the end of the year gets divided amongst all of the associates. That's just one of many things we're trying.

**Genth:**

Our associates benefit directly from delivering the kind of quality Donzi owners demand.

**Donzi:**

Why do you use the term 'associates' and not 'employees' or 'workers'?

**Genth:**

We started from the beginning here with associates. That's what they are. They deserve that respect because they're the best at what they do.

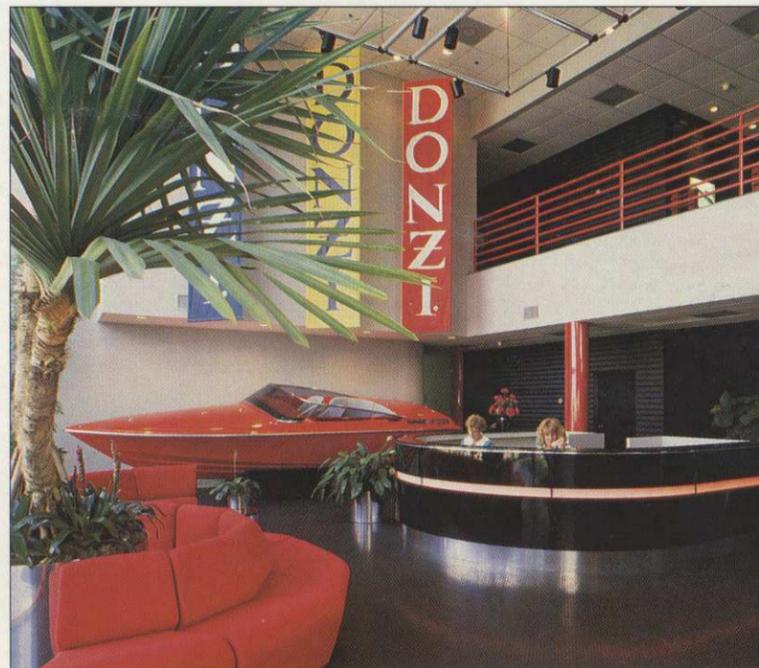
**Houser:**

You know, in other boat companies, people put out 20, 30...even 40 boats a day. We build much less. At other com-



◀ Donzi's new corporate headquarters building reflects the Donzi image.

▶ The lobby/reception area welcomes all with the excitement of color.



panies, they work night shifts. We don't believe in night shifts. A Donzi is a very special boat and part of that is the care with which it is assembled. So, our production schedules and compensation programs and every aspect of production all support that.

**Donzi:**  
Speaking of production support, lets talk about your new Bradenton plant.

**Houser:**  
Gladly. It has 115,000 square feet for the production of Classics, Z-boats, fish-boats and the new Ragazzas.

**Donzi:**  
Your production plant looks better than a lot of showrooms!

**Genth:**  
We don't do anything half-assed. We can't.

**Donzi:**  
And cost?

**Genth:**  
Short-term profit is not our goal. We're building something here—and the image, our advertising, our boats and even the plant itself is part of that.

**Houser:**  
Look at it this way: We put the same quality into our building that we put into our boats. Besides that, the new plant is not only attractive it's also very functional.

**Genth:**  
In fact, our quality is better here than in any plant, at any company we've ever been in. We built-in the kind of functionality that makes quality production possible.

**Houser:**  
Most of the associates have been with us for ten to fifteen years.

**Donzi:**  
With Donzi or with you and Dick?

**Genth:**  
With us—Gordon and me.

**Houser:**  
A lot of times I'll look up and there's a plant supervisor standing in Dick's office door or mine—and I don't know of many companies that have this policy. It's tough on the carpets.

**Donzi:**  
Gordon, your cleverness is well respected in advertising circles. Lets talk about your advertising approach.

**Houser:**  
We didn't limit our advertising to boating magazines. We went into horizontal publications that were familiar to those with high income levels who would be interested in the kind of uncompromising product we build. And it has paid off—paid off well. Now people not only know Donzis are special—they also know the company has had a rebirth, and they can expect great things from us.

**Donzi:**  
Like you delivered with the Z-boats?

**Houser:**  
Exactly. With the Z-boats, we modernized or redefined, if you will, speedboating.

**Donzi:**  
And with the low profile and fishing functionality of your fishing fleet you redefined fishing. Now you've created the Ragazza and by all critical response so far, Ragazzas are redefining family boating. Is there anything left to redefine?

**Houser:**  
Interviews?

**Genth:**  
We've got a new wide beam thirty six-footer in the works. It's your Mediterranean boat—a speedboat profile with great response and very commodious accommodations below. We can go as small as twenty-eight feet or up to the high forties with this type of styling. Our dealer organization has let us know that this market needs to be redefined.

**Donzi:**  
Isn't it a little egotistical to set out to redefine an entire class of boats?

**Genth:**  
I don't think it's egotistical—it's just a goal. Something that really turns me on.

When I was a test pilot, there was a phrase we used a lot—'Over the edge.' It meant breaking the sound barrier. At that time, none of us—in fact, nobody in the world had gone beyond that. Over the edge was the ultimate challenge. The ultimate challenge for me now, is building a better boat.

**Donzi:**  
What about the Kiss of the Angel?

**Genth:**  
That's the point. You have to be willing to go over the edge to get the 'Kiss of the Angel.' And we do. We keep pushing the limits of technology, design and engineering. We have associates investigating totally unrelated fields to see if there are any techniques or materials we can benefit from; we're trying to get the wood entirely out of a boat, and we keep on trying new quality production techniques.

**Houser:**  
When Don Aronow raced the first Donzis, he issued a challenge: "Catch me if you can." Today we have another challenge: Build a better boat if you can. But you won't be able to, because if one of our Donzis can be improved upon, we're already doing it.

The two men nod their heads in agreement. Behind them, the conference room walls are lined with photos of the boats they have created. The *Kiss of the Angel?* It is Donzi's corporate commitment to quality, redefined by two men who believe in going *Over the Edge*.



► 115,000 square feet of built-in functionality make Donzi's quality production possible. Single-engine boats can be tested in Donzi's own 1100-foot test lake.



“Second to me is not important. It’s just as hard to build a second-place boat, so you might as well build a winner.”

## Don Aronow

The driving determination of offshore racing legend, Don Aronow fueled one of the most exciting decades in boating history. Aronow spent the sixties shattering world records, literally

breaking the speedboat mold over and over again. He would create a new boat, race with it, win with it and market it.

The hulls that could withstand his brand of offshore punishment

survived to become the Donzi Classics of today. It is a heritage that is uncompromising.

Equally demanding is Dick Genth, former President of Chris-Craft and before that, Thunderbird and Wellcraft. Genth raced against those ‘damned Donzis’ in the sixties and lost. Now he owns the company. “I guess you could say I’m getting even,” he explains. His is the kind of revenge we can envy... buy one of the finest boat companies in the world and make it better... keep the timeless speedboat Classics...

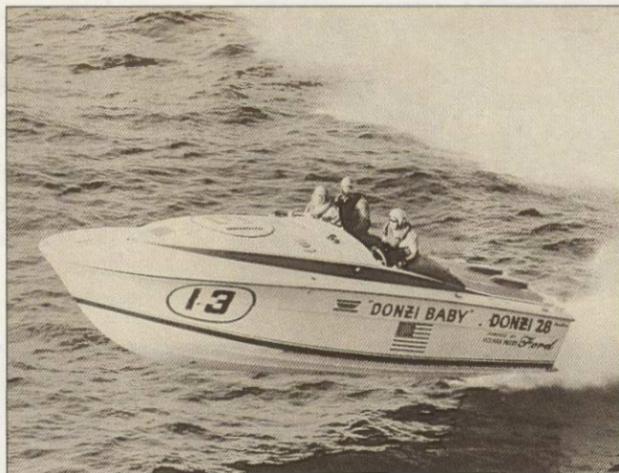
revolutionize the industry with a new kind of speedboat... do the same thing for fishing and family boating... then build a 65-foot offshore tournament sportfisher that is truly, the ‘Master of the Game.’

In the sixties, when Don Aronow was at the helm of Donzi, he changed the shape of speedboating. In the eighties, Dick Genth is at the helm. All is well in the boating industry; Donzi is on the move...

► Don Aronow: Two decades later, his famous competitive spirit still shows through.



► “Damn Donzi!” competitors would say when boats like this one, left them behind in its deep-vee wake.



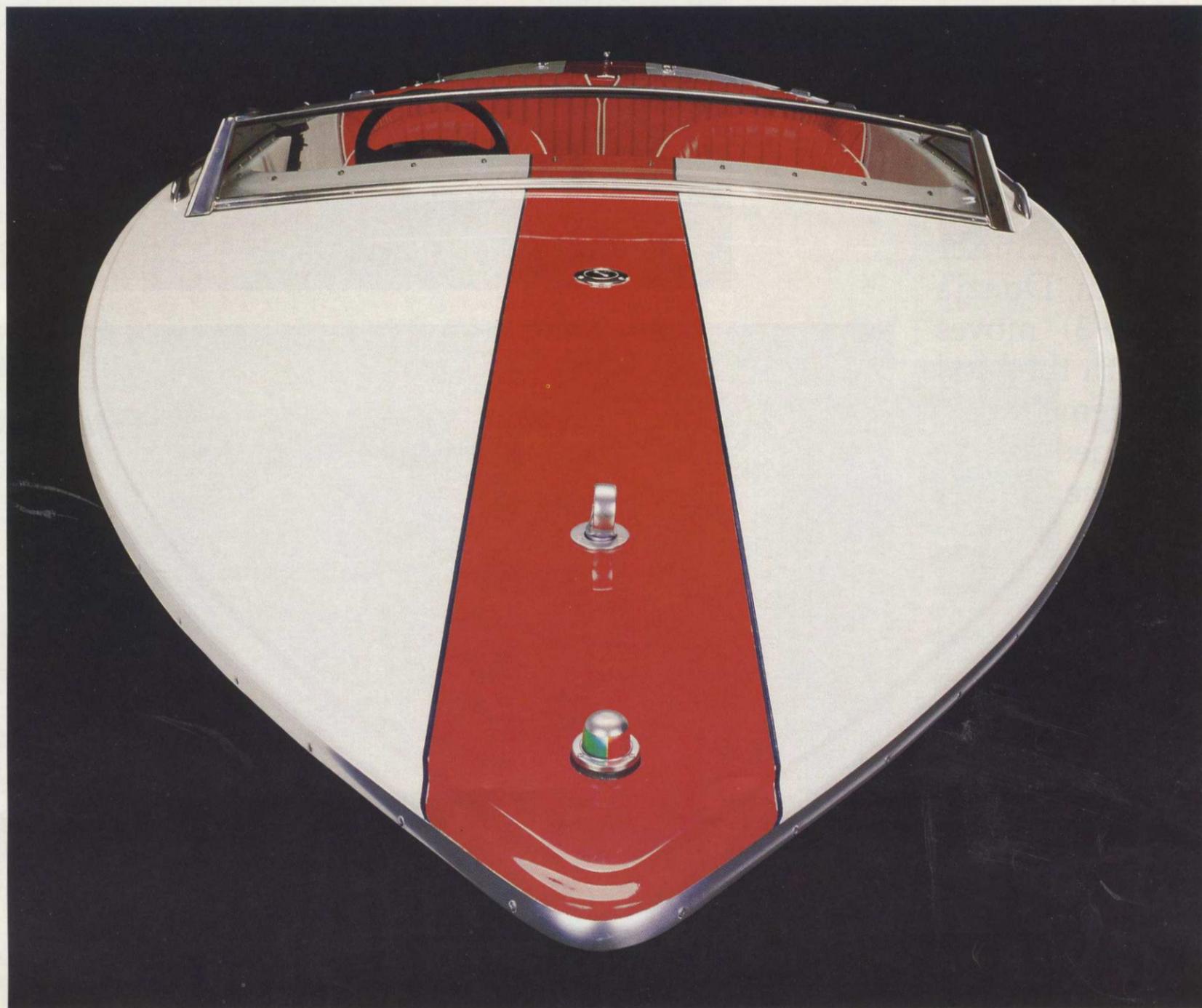
▲ Aronow in the 1966 Miami/Nassau race — one of the many times he led the Donzi team to victory.



◀ 1967 Ford advertisement—a portent of things to come (see pg. 48).

► 1967 Donzi advertisement: Lear & Donzi classic lines that cannot be improved upon.





## THE TIMELESS CLASSICS

Some things don't get any better... the compositions of Mozart, the designs of Frank Lloyd Wright. They are timeless classics like the Donzi Speedboats.

Since 1963, when they first appeared on the offshore racing circuit, Donzi has been the definitive speedboat. The original Donzi featured one of the industry's first deep-vee hulls. It was essentially a muscle boat, high powered and built to take an offshore beating. But there was something different about her... an elegant simplicity that swept in a smooth, uninterrupted contour from bow to stern.

People noticed—and the Donzi cult was born. Shahs, sheiks, movie stars—even a president lined up to put their names on the elite list of Donzi owners.

Donzi Classics are boats so nearly perfect they have remained virtually the same for twenty five years. While the rest of the world suffered through the strident sixties and seventies, Donzi maintained its commitment to flawless performance and elegant styling. There are many reasons these boats quickly became classics—reasons that still hold true today.

---

## The 18 (2+3)

---

At about 2,600 lbs, powered with a 350 Mercruiser Magnum, Donzi's 18 (2+3) moves out with the kind of excitement that has earned her the nickname 'pocket rocket.'

Obviously race-bred, her deep-vee hull cuts the water like a knife. She tracks like she's on rails and the only way to describe her turns is 'graceful.' Hers is the quintessential speedboating experience.

One of the surprising things about this boat is... *the quiet*. You don't hear any slapping noise transmitted through the hull, thanks to engine mount through-bolting and superior glass construction.

Like all Donzis, the 18 (2+3) is the product of hand lay-up construction. Hand laying the glass helps to eliminate flaws and variations in glass thickness—essential to create the perfect hull of Donzi fame. On the perfect hull, you'll find only simple graphics; tasteful—but more importantly, gelcoated in, instead of painted on. Donzi style is made to last.

About five o'clock on most days, the Donzi production plant begins to slow as the work day comes to an end. Unlike most boat manufacturers, there is no Donzi night shift. "We have a tradition of craftsmanship," explains company president, Gordon Houser. "We don't believe in the all-night assembly line approach."

At night, new Donzis 'sleep.' It is a beauty rest that guarantees none is ever prematurely popped from its mold before its had adequate time to cure.

"From the construction of the hull to the selection of the towing eye, every detail must be perfect," says stylist Dave Riley. "We are after a certain look and sometimes the only way to achieve that is to custom design our own hardware."

Custom designed hardware adds to the streamlined appearance of the boat—and ultimately, the value. Hardware is part of the premium package the Classic's buyer has come to appreciate. Consider the seating. It is top-

► Optional stainless steel windshield custom made in Italy for Donzi: Deflects the airstream up and over the cockpit.



And then there's the story of the man in Florida who's had his 18 (2+3) for 18 years. He decided it was time for a change, so he contacted his dealer. Was a trade-in possible? Of course. The dealer offered nearly twice the original purchase price for the 18 year-old boat. Did the man get his new Donzi? No, he did not... On seeing the 1987 Classics, he noted the sleek lines, the tasteful upholstery, the perfect hull and hardware... all the things his boat still has in perfect condition.

The problem with owning a Donzi Classic is finding an excuse to buy a new one... Classic quality does have its drawbacks.

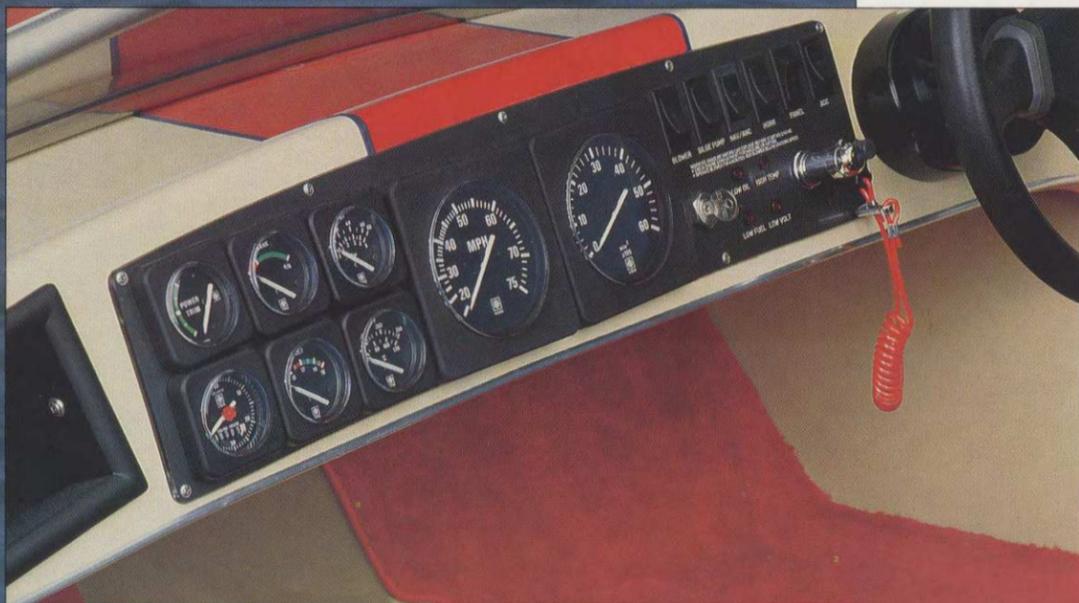




◀ Typical Donzi quality: Flush engine hatch, custom hardware; stainless steel or chrome over brass.



◀ Fresh water engine flushing attachment is standard.



◀ At the helm: VDO™ Blue Line instrumentation delivers optimum accuracy. The leather Momo steering wheel provides the right feel for Donzi owners. There's also a critical function warning system and a race-style ignition safety switch.



stitched from only the highest grade vinyl. Underneath the vinyl, thick foam padding is covered in plastic to protect it against water. Classic upholstery is made to look and feel good for a long time to come.

For easy maintenance, the boats feature snap-out upholstery, and a complete deck innerliner covered with snap-in carpet. On the hatches, the discreetly stamped Donzi name declares quality to all.

Donzi takes no chances that imperfections might mar their reputation. Engine performance is both shore and water tested... something very few manufacturers will do. Even the aluminum fuel tanks are quality checked—not once but three times! Once by the manufacturer at the factory, again by Donzi after transit, and again after installation.

This small stylish sportboat is Donzi's best selling ever—and it's little wonder. Whether you use the 18 (2+3) as a high performance sportboat, ski-boat, or yacht tender, she is obviously the classic 'pocket rocket.'

**SPECIFICATIONS:** The 18 (2+3) has an overall length of 18'-0" and a beam of 7'-0". The fuel capacity is 42 gallons. The draft to keel is 12". The draft to outdrive is 27". The approximate weight is 2600 lbs. and the standard engine is 270 horsepower.

## The Minx

Donzi has a reputation for getting maximum performance out of boats and the Minx is a perfect example. This 20-foot speedboat is a hot little zoom that delivers!

Some drivers tend to describe Donzis in terms of what they don't do...how they tend not to broach in a following sea and how they tend not to slide in a tight turn.

All the Classics track well and the Minx is no exception. She

responds quickly to the helm, making her comfortable under a wide range of conditions. Whether you're running in flat calm, light chop or rough water, you get the maximum out of the boat.

They endure well. Maybe its because Donzi owners are the kind of people who appreciate value. On the other hand, it might just be that real value stands up well because it is engineered to.

All Classic hardware is chrome over brass or 316 stainless steel. It

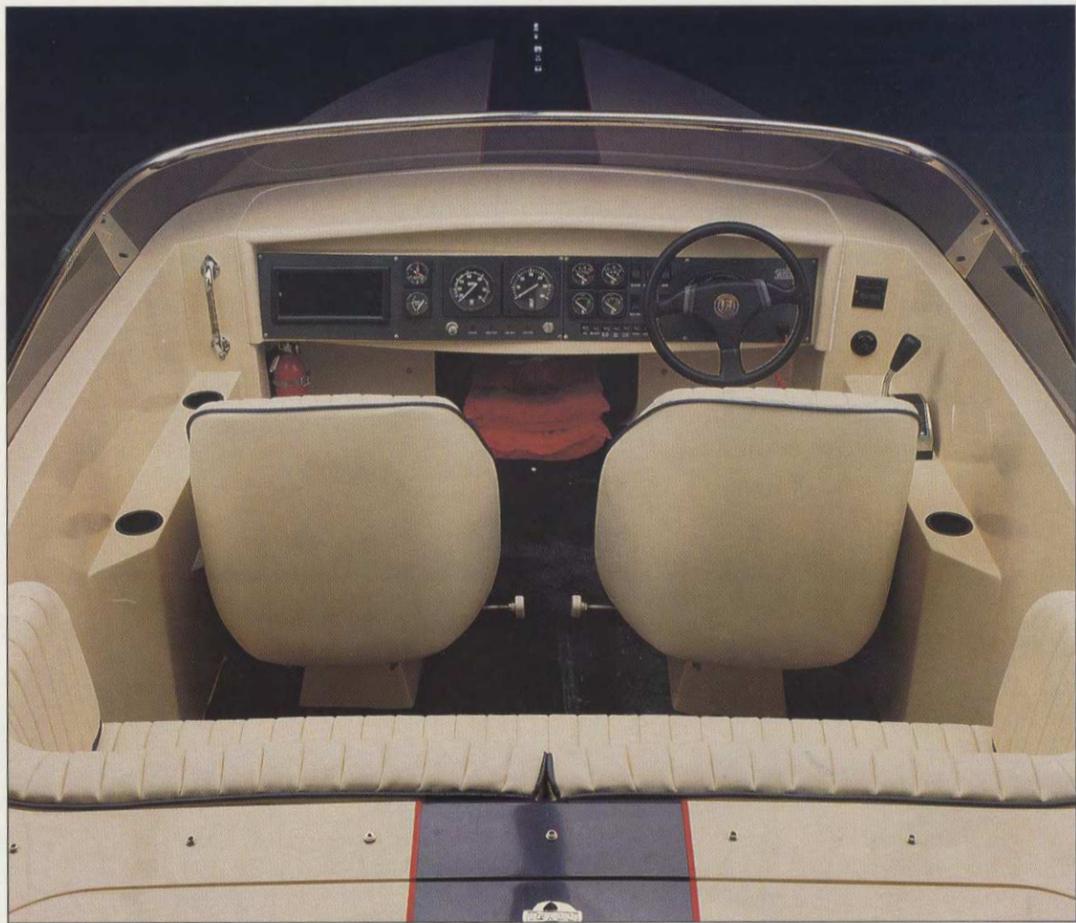
is the most saltwater resistant stainless you can find. Of course it costs more; but the Classics weren't created for the budget buyer—they were and are built for the individual who wants only the very best. Even though most boat owners won't notice the difference at first, the superior quality of Donzi hardware will shine through years after other stainless steel has given way to saltwater pitting and scarring.

Lift out the snap-in carpet and

you'll find a fully finished inner liner. Look at the electrical system and you'll find circuit breakers instead of fuses and all color coded wiring with terminal blocks. At the helm there's Momo™ steering and VDO™ Blue Line instrumentation. Adjustable custom bucket seats are finished in top grade vinyl with nearby drink holders and arm rests, right where you need them. Everything is exactly as it should be to deliver the perfect speed-boating experience.

► Modern Donzi cockpit styling; Ergonomically positioned instrumentation and control systems.

▼ In the engine compartment: Complete through-bolted engine mounting system and through-bolted trim tabs.



◀ Optional Italian windshield trimmed in stainless steel: Custom-made for each of the Donzi Classics. The sleek low-profile, size, and handling characteristics of the Donzi Minx make her a popular choice.

The Minx features a 40-gallon, fully grounded fuel system with chrome over brass filler and vent and comes equipped with an 80 ampere-hour marine battery. These boats are so complete, they even come with their own life vests, dock lines, and Donzi racing team bag.

**SPECIFICATIONS:** The Minx has an overall length of 20'1" and a beam of 7'0". The fuel capacity is 40 gallons. The draft to keel is 20". The draft to outdrive is 33". The approximate weight is 2700 lbs. and the standard engine is 270 horsepower.



◀ **Special Edition Minx:** Available with dramatic all-red exterior, grey interior and Italian windshield.

▼ **The Classic profile:** Deep-vee hull, 24-degree deadrise and flat foredeck.



► **Classic hardware** is chrome over brass or stainless steel to insure Donzi owners of years and years of boating pleasure. This is just one of the reasons why you can expect a higher resale value from a Donzi.





## The 22 (2+3)

Across the Classic line, the family resemblance is striking, so it isn't surprising that the 22 (2+3) looks very much like her sister the 18. The extra four feet give her an even sleeker look, and an advantage in cutting action and speed.

With standard power from a 330 horsepower V-8, it's easy to see why the 22 is the fastest of the Classics. Like the others, the 22 (2+3) accelerates well, without a great deal of bow lift, giving you good vision at all times. That's especially important when you're moving a boat out as fast as these inspire you to.

All the Classics use Aeroquip™ fuel lines which are the standard for offshore racing because they're designed to handle fuel under high pressure conditions. To achieve maximum power, the engines have through-hull exhaust. Engine mounts and trim tabs are through-bolted and there's even a race-style engine safety shut-off switch.

A lot of boat manufacturers claim they give 'attention to detail.' But a Donzi production manager won't claim anything; he'll just point to one of the Classic rub rails where you'll notice that every single phillips head screw is turned to exactly the same position. Now that's detail!

When Dick Genth took over Donzi in '85, industry observers were pleased to see the Classics structurally improved, while preserving their timeless design. The 'New Team Donzi,' as Genth's group is known, introduced some hi-tech materials into the laminates, making the original off-shore hulls stronger and lighter.

In the area of creature comfort, a venturi windshield was specially designed and custom built. Its

precise aerodynamics guide the slipstream up and over both driver and passenger. Recent breakthroughs in ergonomics have been used to position control gauges so that they're more readable. And the instruments themselves have been upgraded to the industry's finest: VDO Blue Line.™ The steering was upgraded to Momo™; a name Porsche and Ferrari drivers will recognize as the sensual leather-on-leather steering that transmits the proper 'feel' of their performance sportcars.

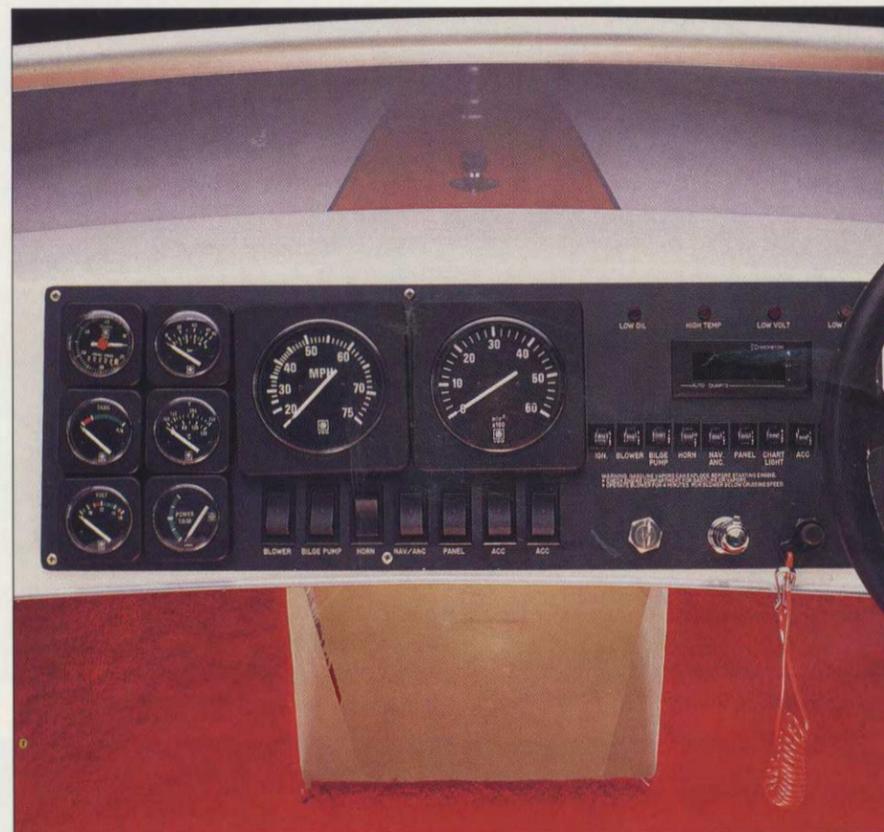
There is a practical benefit to timeless design. Replacement parts continue to be available. If the upholstery needs replacement, an owner need only call the new Bradenton plant. That's just one of the benefits of buying the best. The best tends to stay around for a while...in style and in stock!

**SPECIFICATIONS:** The 22 (2+3) has an overall length of 22'-8" and a beam of 7'-0". The fuel capacity is 50 gallons. The draft to keel is 20". The draft to outdrive is 33". The approximate weight is 3300 lbs. and the standard engine is 330 horsepower.

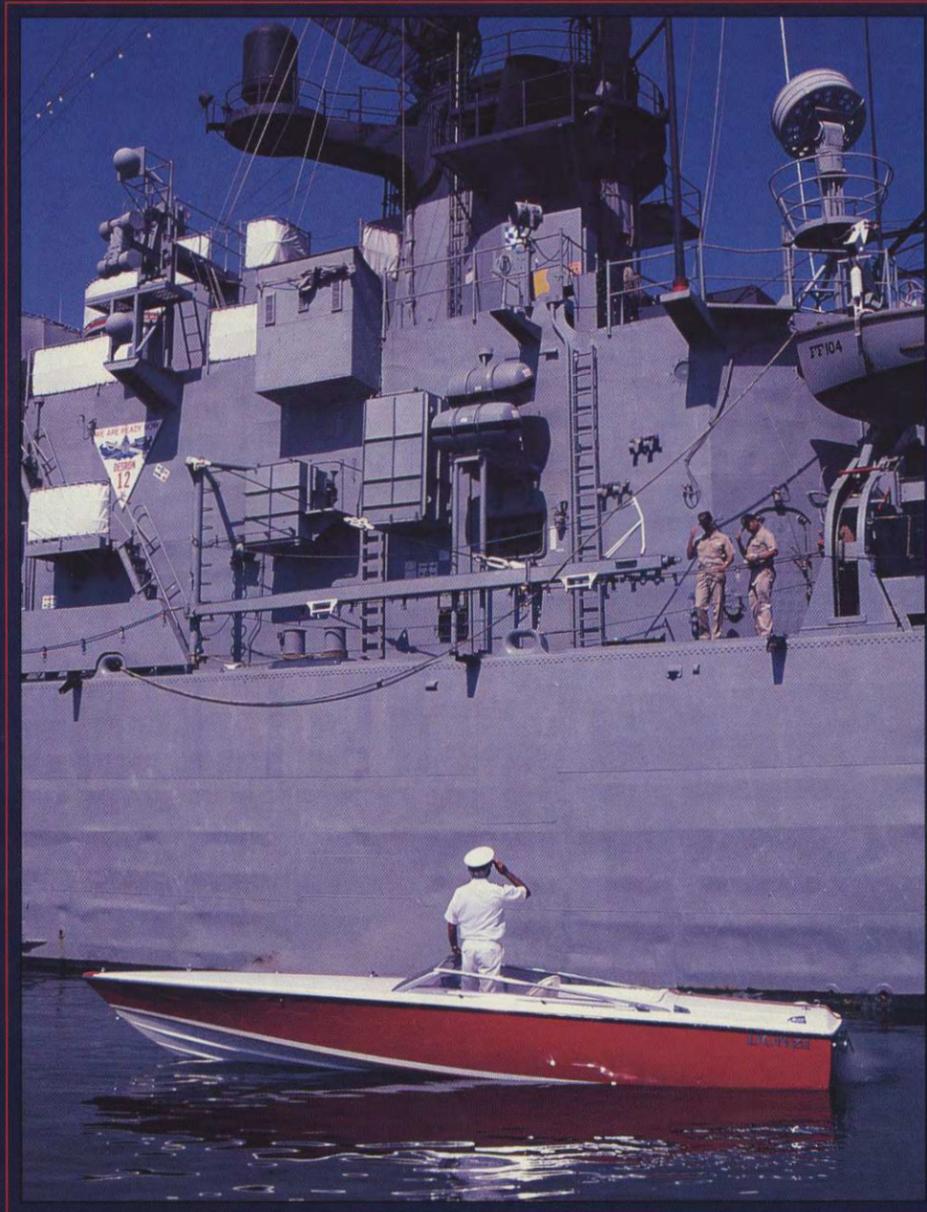


► Dash console: Outfitted with circuit breaker electrical system, critical function warning system, ignition safety switch.

► Classic attention to detail: Snap-out upholstery and gelcoat finish throughout.



R a n k H a s I t s P r i v i l e g e



Speedboating Redefined

**DONZI®**

Dutiful inspection of the Donzi Classic 22 (2+3) redefines the desire to possess  
that which is superior in all respects.

Donzi Marine Corporation, P.O. Box 987, Tallevast, Florida 34270-0987

Cable: DAMDONZI

813/355-9355

Telex: 9102407986

A Manatee County Industry

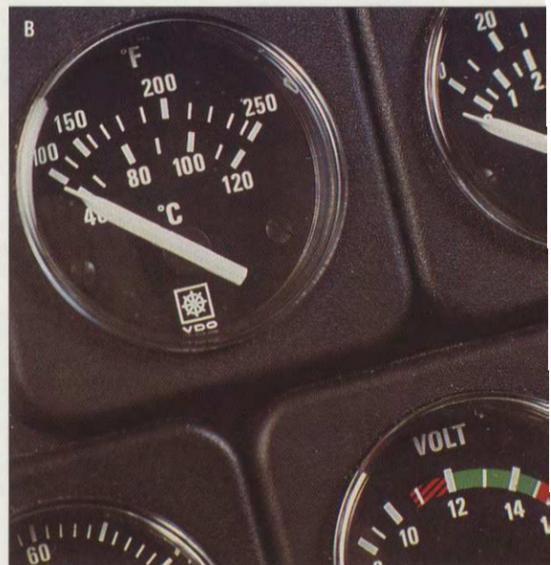
Copyright 1987

# Alfarrins with

A. Donzi's lengthy engine installation: extra time taken for harness installation and engine accessory mounting.



B. VDO™ Blue Line instrumentation: precision to within 1/2 a percent.



C. Aeroquip fuel lines: engineered to handle fuel under high pressure and high temperature conditions.



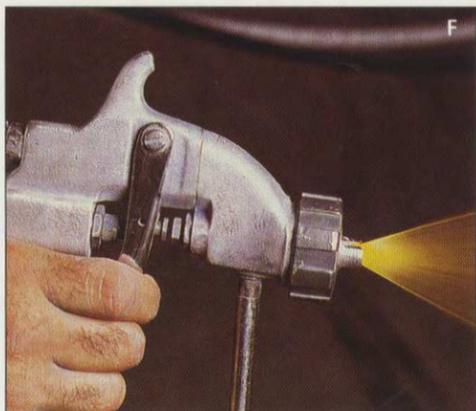
D. Premium resins used in the layup process contribute to the flawless hull finish.



E. Stainless steel hydraulic lines are pressure, chafe and corrosion resistant.



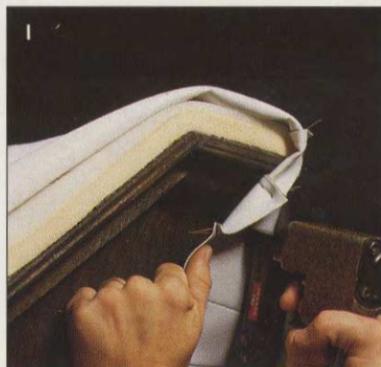
F. High-quality gelcoat is conscientiously applied.



G. Stainless Steel staples resist corrosion.



H. Top-stitching means extra strength and styling detail.

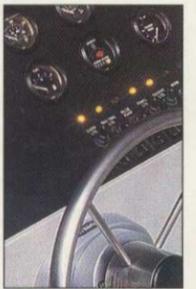


# Perfection...

For most companies, there is a point at which quality and cost conflict, but not for the perfectionists at Donzi. The company's quite enviable reputation has been built on its uncompromising commitment to build the perfect boat. "We build Donzis

for the owner who will not compromise," says Dick Genth. "Every component part of our boats must be the finest."

For both builders and owners alike, every Donzi is an affair with perfection...



K

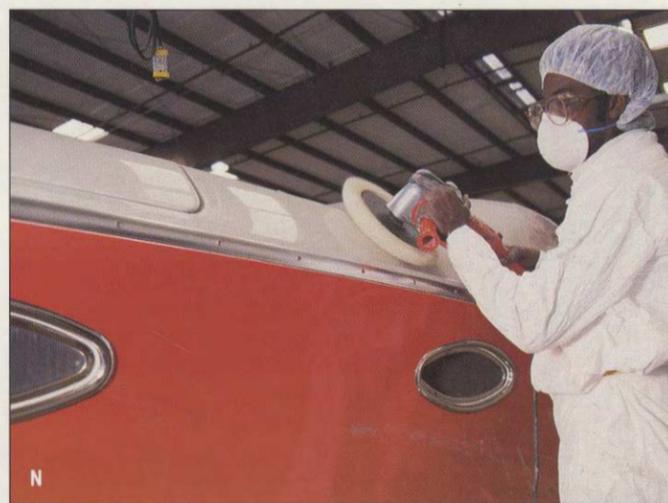


L

I. The vinyl/polyfoam/everfloat layering resists moisture.

J. Painstaking buffing and polishing of the Z-65 hull mold.

K. The Z-29 adjustable helm seat is bolster style with drop out bottoms.



N

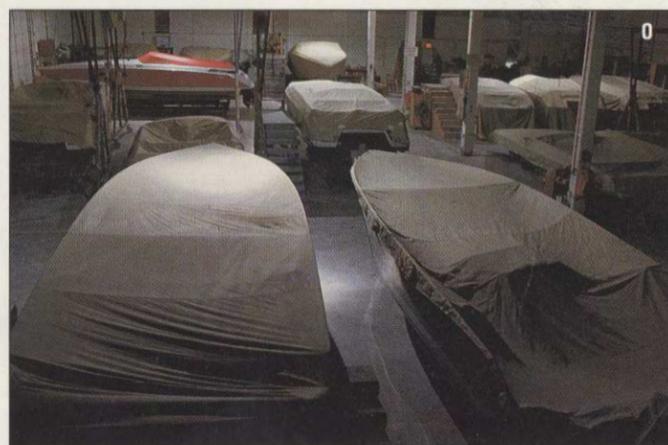
L. Trim tab and outdrive switches are easy to operate.

M. Donzi hardware: every element contributes to the overall design.

N. Donzi by day: Craftsmanship of the highest order.



M



O

O. Donzi by night: Craftsmen rest and boat hulls cure.



## Menu

Margaritas  
Tortilla Chips with Salsa Dip

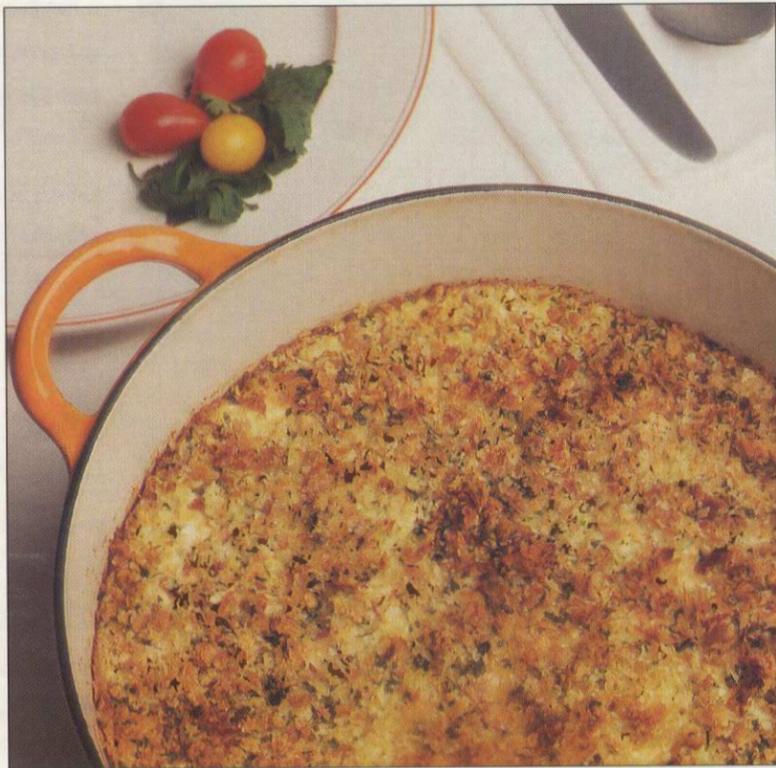
Crab Croissant & Cabernet  
Baked Russet Potatoes

French Rolls  
Sweet Butter  
Bibb Lettuce Salad with Orange Sections  
A Cabernet Blanc from Napa Valley

Ice Cream  
Butter Cookies from the Bakery  
Espresso

Developed for  
Donzi Marine  
by Janet Groene,  
author of *Cooking  
on the Go* and *How to  
Live Aboard a Boat*, both  
published by Hearst Marine  
Books.

Dish prepared by and photo-  
graphed at *Michael's On East*,  
Sarasota, Florida



## Crab Croissant & Cabernet

Sweet, succulent and elegant, crab is something you can keep on hand, either canned or fresh pasteurized, in your food lockers for that special, intimate, just-right dinner.

Assemble this casserole ahead, minus the topping, if you like. Enjoy cocktails with your guests while this creamy concoction bakes.

- 1 lb. crabmeat
- 2 lbs. zucchini
- Half red sweet pepper
- Half green bell pepper
- 1-2 canned green chilis
- 8 oz. imported Gruyere cheese
- 1 c. sour cream
- 1 c. plain yogurt
- 4 eggs
- 1½ t. salt
- ½ t. nutmeg
- 2 day-old croissants
- 2 T. chopped cilantro
- 2 T. melted butter

Drain and pick over the crab, then set aside. Cut the vegetables into dice-size cubes and steam no more than two minutes. Set aside to drain. Grate cheese. Discard any seeds from canned chilis, and cut to dice-size. Whisk together chilis, eggs, sour cream, yogurt, and spices. Crumb the croissants and cilantro sprigs in a food processor until like light flakes of rice.

Butter a 3-quart casserole and add half the vegetables, then half the crab and half the cheese. Repeat. Pour egg mixture over all, spreading evenly to sides of the casserole. Sprinkle lightly with croissant crumbs, drizzle with melted butter, and bake uncovered at 350 degrees about 35 minutes, or until set.

To make the dish ahead of time, cover and refrigerate it (not more than 24 hours) before adding the crumb topping. Let stand at room temperature 15 minutes, add topping, and bake in a preheated 350-degree oven until set—about 45 minutes.

Serves six.



© Donzi Marine

# THE Z SERIES

---

When the Z boats first appeared at the Chicago boat show in September of 1985, they created a sensation.

---

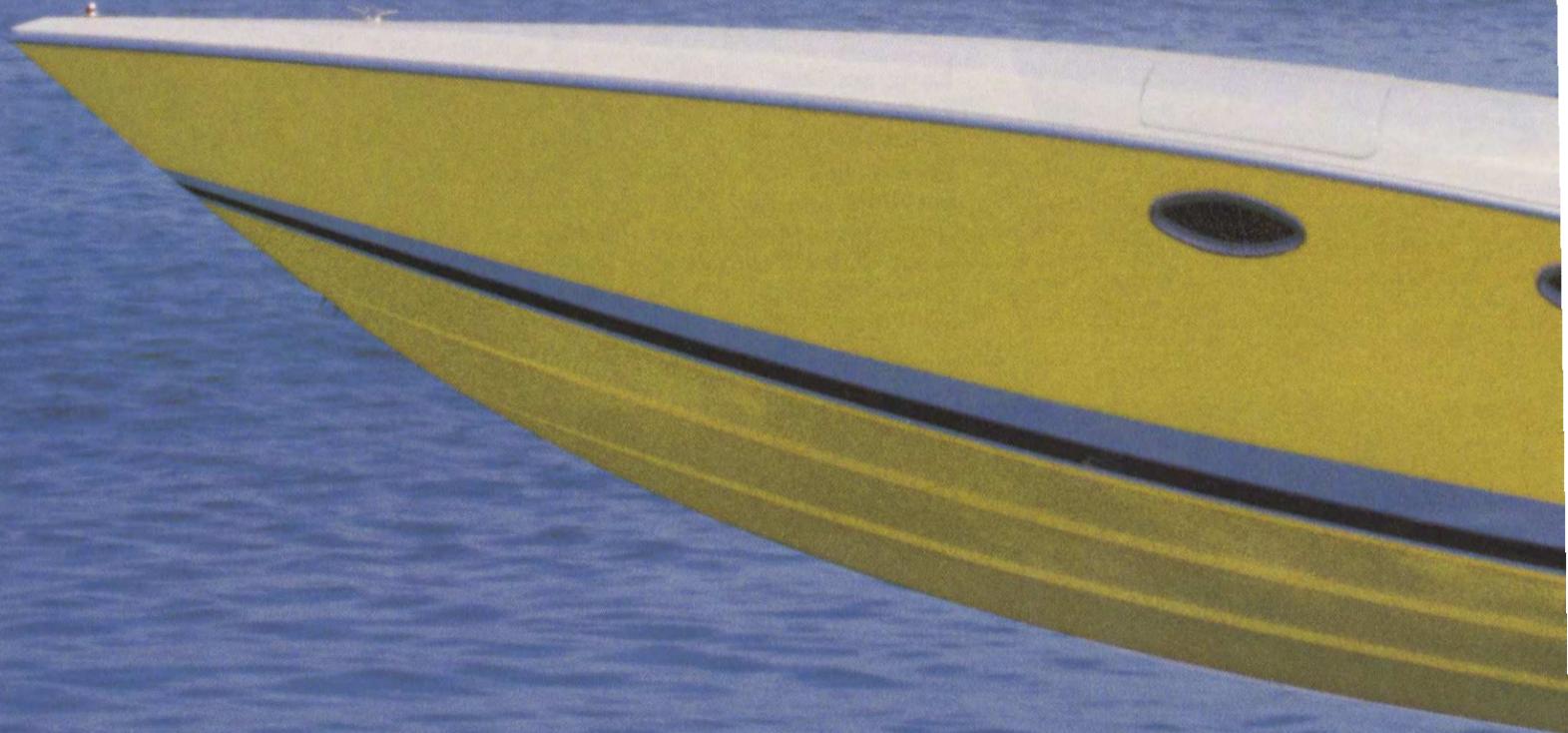
European lines...molded-in features...a new aggressive styling...an almost indulgent luxuriousness...They were startling. *Motor Boating and Sailing* called them "Dick Genth's Sexy New Donzis." Within a year, the industry was crowded with copycats, but it didn't bother Genth at all; "The others may imitate," the CEO smugly explains, "but they cannot duplicate."

In the cockpit of every Z boat, the slight orange glow of precision gauges washes the console. The instrumentation is VDO™ Blue Line, accurate to within half-a-percent. The hand-crafted, leather-on-leather steering wheel seems to fit itself into the palm of your hand. It is Momo™—the choice of performance drivers all over the world. Smooth-angled throttle controls call for your touch. They are Kiekhaefer™—and when you touch them, they respond with positive locking to build or reduce thrust...Response with a capital "R".

Hurting through space unencumbered by flaws in performance or line, driving a Z is an experience of aerodynamic and hydrodynamic perfection. No wonder many call it liquid flight.

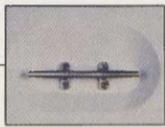


"The Z-33 Crossbow is *'The Right Stuff'* of speedboating." Dick Genth





## Donzi's Z-21s



### Racy Sportboats

"A lot of boats, when they hit the water hard, they'll dart off in their own direction, but not the Zs. The Z driving experience is about control; you just never lose it." Donzi driver, John Robertson should know... He's been driving boats professionally for more than 40 years.

"People expect a lot from our boats—and they get it," says Robertson. "That's been our reputation from the beginning and we intend

to keep it that way."

Perfect examples are the Z-21 cuddy cabin and bowrider. Not your everyday 21-footer ride, they offer exceptional power and response executed with Z elegance.

In the Z-21, Donzi packages exciting Z performance and styling with a comfortable cuddy cabin. A roomy V-berth offers sleeping accommodations for two. A forepeak mirror reflects an elegant interior that is finished with only premium fabrics and materials that have been specially treated to endure marine wear.

The cockpit of both the bowrider and cuddy cabin Z-21 benefit from an unusually wide 8'5" beam. For seating, the Z-21s offer a large wraparound rear bench and two adjustable bucket helm seats. A quick glance around the cockpit tells the quality story.

Momo™. VDO™. Kiekhaefer™. Upholstered coaming pads. Stylish black matte.

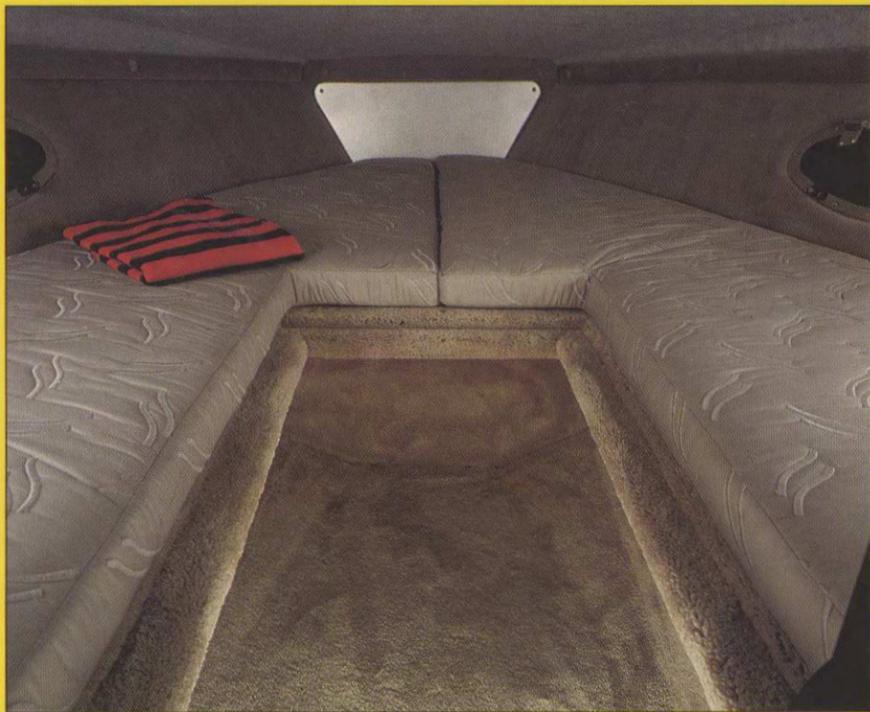
In the marine industry, Donzi is the textbook example of value retention. The Z-21s make it easy to see why. There is nothing faddish in their design; there is nothing forgotten in their detailing. Every component, from conception to completion has been painstakingly selected and installed.

Consider the graphics: They are gelcoated or Imron™, not taped-on. From stern cleat to bow eye, all hardware is chrome-over-brass or 316 stainless steel. Rear deck cushioning conceals a highly efficient deck drainage system. Everywhere there is qualitatively more than meets the eye.

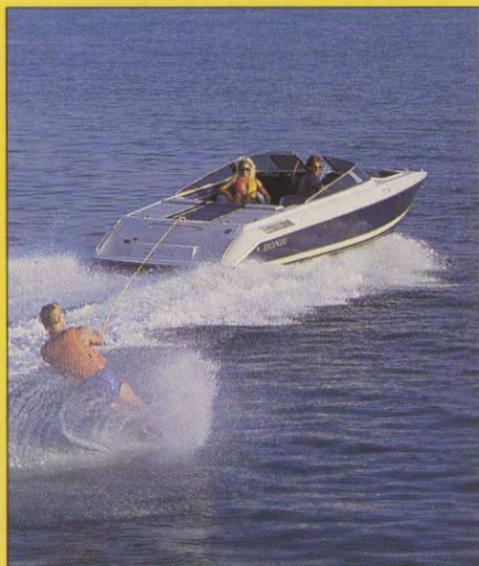
Instead of a cuddy cabin, the ZB-21 offers the close-to-the-water excitement of forward bow seating. Bi-fold plexiglass doors admit you to the forward area. Forward tonneau cover is of course, standard.

The choice between the two boats is one of personal preference: The additional seating and storage capacity of the bowrider vs. the comfort and privacy of the cuddy cabin. Either choice is a winner.

Both boats are exceptionally roomy and



The Z-21 cuddy cabin interior is elegant, tasteful and dramatic. Its comfortable grey V-berth provides sleeping accommodations for two. Donzi's mandated fabric is stronger than traditional marine upholstery.



Z performance and handling pay off equally well at the helm or at the end of a ski rope.

The view of a Donzi most familiar to other boats is the view they get when Donzi leaves them behind in its wake.



comfortable. Both offer contemporary Z styling and traditional Donzi quality. Both are finished with diamond plate in the engine compartment, hull side firewall and battery boards. Stylish non-skid black matte covers the flooring at foot rests.

Every Donzi is both shore tested and water tested before delivery to the dealer. As company president, Gordon Houser explains it, "Nothing must detract from the moment when the Donzi owner first turns the key in the ignition. A lot of people would call us obsessive—and they're right. We think that's the way we should be."

For a heart-pounding, pulse-racing ride, in the style to which Donzi quickly accustoms you, there's not one, but two choices: Either of Donzi's racy Z-21 sportboats is a winner.

**SPECIFICATIONS:** The Z-21 and the ZB-21 have an overall length of 22'-6" and a beam of 8'-5". The fuel capacity is 66 gallons. The draft to keel is 18". The draft to outdrive is 34". The approximate weight is 3200 lbs. and the standard engine is 270 horsepower.



The cockpit of both Z-21s offers VDO Blue Line instrumentation, Kiekhaefer™ throttle and Momo steering. There are many less costly steering wheels than Momo—but none more famous for transmitting the proper 'feel' of a performance machine.



## The Z-25



### Polished Performance

The Z-25 is neither a stripped down race-rod nor an overdressed cruisemobile. She is the perfect combination of polish and performance.

330 horsepower propels a surprisingly light 4200 pounds. Thanks, in good measure, to aerospace engineering and materials, the Z-25 moves out quickly—and she does it with all the privileges her racing pedigree confers... Superior maneuverability, reliability and comfortable re-entry. To borrow a line from a popular song—"she cuts like a knife."

The Z-25 impresses as she was meant to. In the cabin, a custom upholstered V-berth provides luxurious sleeping accommodations for two. A forepeak mirror reflects the hues and textures of understated elegance. Below the V-berth a hidden portable head stays neatly out of the way until needed. From the soft caress of dove grey leather lounges to the superior frequency range of Kenwood™

stereo, the Z-25 is clearly meant to pamper the discriminating adult.

Above deck, she is equally indulgent. Upholstered coaming pads, custom stainless steel hardware, an ergonomically designed helm seat that adjusts electrically fore and aft, Donzi's famous diamond plate finish—every individual component is the best that it can be. And no detail has been overlooked.

Standard equipment includes a 105 Amp hour battery, battery crossover switch, circuit breaker electrical system, freshwater engine flushing system, and down angled exhaust pipes. The fire extinguisher is Halon™ and the fuel lines are Aeroquip™.

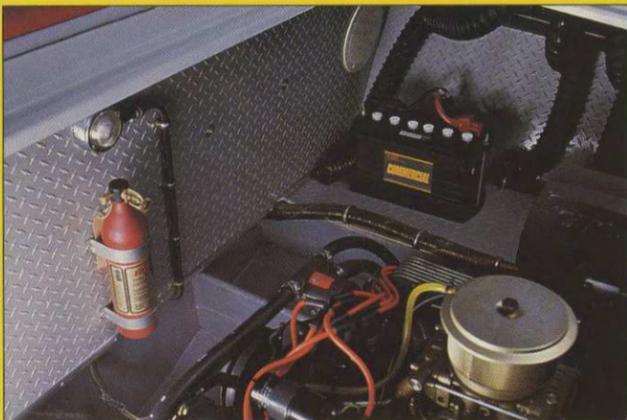
Why Halon™? Why Aeroquip™? Because exhaustive testing told Donzi engineers they were the best components for the job. Consider the Aeroquip fuel lines. They are the standard for offshore racing because they're engineered

to handle fuel under high pressure and high temperature conditions. True, you probably don't need that degree of performance from every individual component. But what you buy, when you buy a Donzi, is the best.

**"The kind of buyer who wants a boat the caliber of the Zs, doesn't want to have to sift through a list of add-ons."**

Gordon Houser,  
Donzi President

There are two approaches to boat building. With the economy car treatment, you take a



Functional layout and high wattage lighting make the Z-25 engine compartment easy to access. Donzi's diamond plate finish is both practical and dramatic.



Custom upholstered V-berth provides luxurious sleeping accommodations. Below the V-berth a hidden portable head stays neatly out of the way until needed.



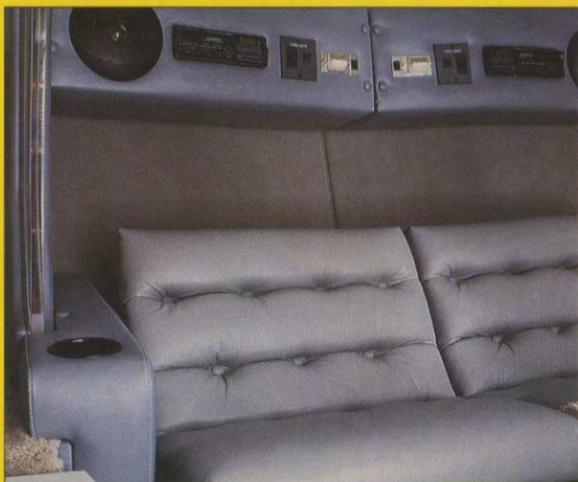
basic hull and add on extras. At Donzi they take a single function—in this case, luxurious speedboating—and build a dedicated machine to accomplish it. The result is a boat that is all she should be: the Z-25. Hers is the kind

of perfection that led *Power Boating Ontario* to write: "We can all dream..."

**SPECIFICATIONS:** The Z-25 has an overall length of 24'7" and a beam of 8'6". The

fuel capacity is 66 gallons. The draft to keel is 18". The draft to outdrive is 34". The approximate weight is 4200 lbs. and the standard engine is 330 horsepower.

In the forward cabin: Dove grey leather lounges and premium Kenwood stereo. The boat is clearly meant to pamper the discriminating adult.



In the cockpit, Momo™, Klekhaefer™ and VDO™ offer the driver maximum control. Every surface is buffed, polished or upholstered to perfection. Stainless steel or chrome over brass hardware and trim.



---

## The Z-29



Donzi Plus

---

When you step up to twin-engine Zs, you move up an order of magnitude. The Z-29 is no toy; she is a serious driving machine.

---



The Z-29 engine compartment proves she is meant for serious driving. Accessories are bulkhead mounted, the battery is secured with race-style rigid mounts and the engines are through bolted to the stringers.

Standard power from 540 horses is delivered to twin stainless steel props. Oversized air intakes in the side of the hull give almost twice the minimum air flow for full engine performance.

Aeroquip™ fuel lines, 4 inch down-angled exhaust and K-planes with mechanical indicators are all standard. Through-hull exhaust over the water delivers the performance



roar you'd expect. Console gauges are VDO™ Blue Line. The controls are Kiekhaefer™ and the steering is Momo™.

The Donzi racing heritage is obvious in the Z-29. There's further proof in the engine compartment where you'll find all accessories bulkhead mounted and the engine mounts through-bolted.

Batteries are secured with race-style rigid mounts and the compartment is detailed with diamond plate finish. Everything is logically positioned and easily accessible as you can see reflected in the engine hatch mirror. With all that perfection, it isn't a bit surprising that the hatch lift is hydraulic.

Combine weight-saving alloys, structural innovations and traditional craftsmanship and you get a boat with superior structural integrity... the Z-29. But structural integrity you can't see; hull finish you can—and on the Z-29 it is nearly flawless. Donzi prides itself on its mirror-perfect hulls and with good reason.

The interior of the Z-29 is designed for

those who refuse to compromise on either comfort or taste... soft grey leather, polished plexiglass, indirect lighting and mirrored surfaces all contribute to a cabin that is both luxurious and refined.

The roomy V-berth comfortably sleeps two while its slightly raised base hides a telescoping dinette. There's a galley to port with 6½-gallon fresh water capacity and a 110v shorepower system.

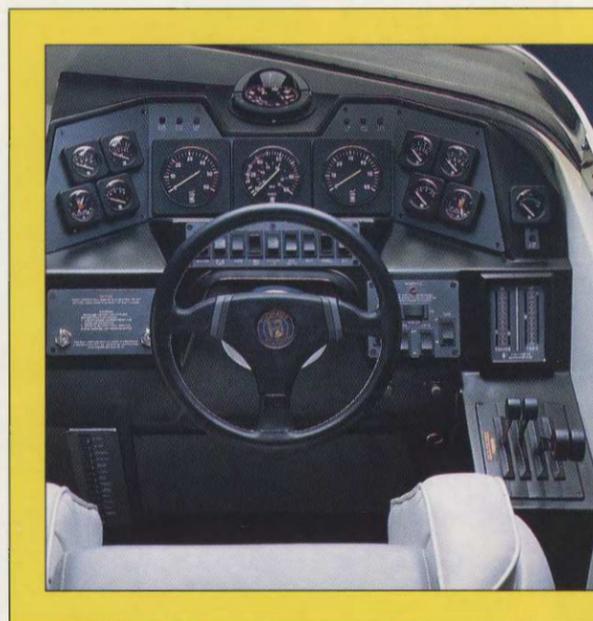
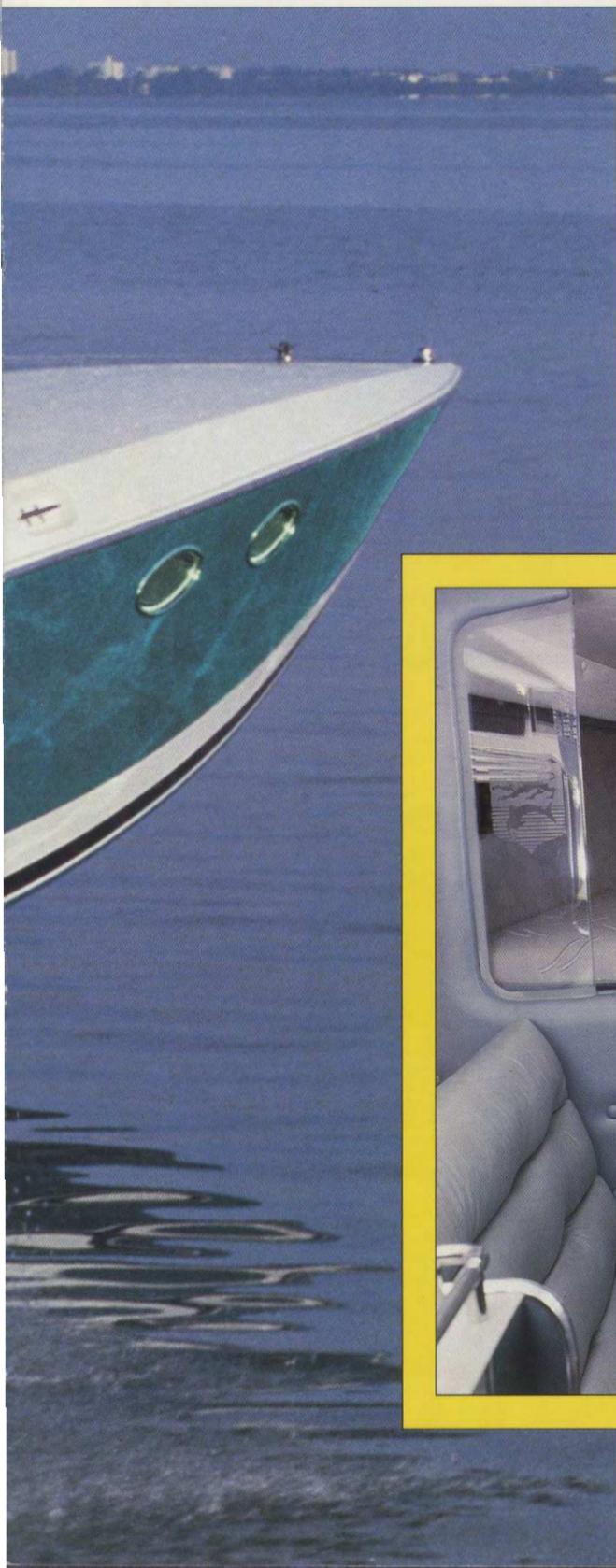
Of special interest to divers: Twin swim platforms are molded into the transom just aft of the engine cover cushion. With a welcome 140-gallon fuel capacity, the Z-29's high speed and high performance characteristics make ideal transportation to offshore dive locations.

South Florida Z owners make the run to Bimini in little over an hour. From Long Beach it only takes about 30 minutes to get to Catalina.

The Z-29 is Donzi speedboat raised to the power of perfection. From the uncluttered sweep of the bow, to the tip of her sloping transom everything adds to the impression of aggressive performance. *Motor Boating & Sailing* explained it this way... "In the water, the boats look like flying parallelograms; at the dock they look like they're going 50 mph."

*The Donzi look.* It describes the way the Z-boats look, as well as the way people look at the Zs. Both looks, Donzi owners seem willing to endure...

**SPECIFICATIONS:** The Z-29 has an overall length of 28'4" and a beam of 8'6". The fuel capacity is 140 gallons. The draft to keel is 22". The draft to outdrive is 34". The approximate weight is 6600 lbs. and the standard engines are twin 270 horsepower.



Don't be surprised if the cockpit of the Z-29 feels like the cockpit of an airplane. Its meant to. Notice the wrap around console, clustered gauge arrangement and VDO instrumentation. You'll find VDO in a Boeing 757.

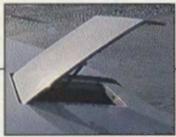


The aft view of the cabin interior demonstrates the Donzi command of design.



The Z-29 V-berth is separated from lounge seating by elegant plexiglass dividers. Etched in their surface, the Donzi lion and dolphin crest makes the ultimate statement of marine taste. Only in a Donzi will you find something as mundane as a galley sink so perfectly integrated with marine accommodations as indulgent as a leather lounge.

## The Z-33



### Crossbow Effect

If you can imagine 8100 pounds of streamlined performance machine shooting across the water, you get the general idea of the 'Crossbow effect.'

Electrifying. She is also elegant, aggressive and sexy. The Z-33 Crossbow inspires the intense desire to possess.

At the helm, the Crossbow's console offers a full complement of VDO™ Blue Line instrumentation including clock, tachometers, hourmeters, speedometer, voltmeters, oil temperature, oil pressure and engine temperature meters. Also on the panel are a complete warning and circuit breaker system, an electric compass is provided as is a safety ignition switch. Everything you need to master the machine is right at hand.

For precision tuning her performance, the Crossbow comes equipped with Kiekhaefer™ K-planes and indicators. Kiekhaefer™ indicators provide visual references as to drive location at all times.

The Crossbow offers a superior ride. She is surefooted, stable and very smooth in all conditions. Her performance results from her deep-vee hull, sharp entry and carefully engineered balance. She cuts through the waves with an almost electric precision, delivering an exceptionally dry ride. Controlling this machine is an experience of pure and polished power.

The construction story on the Crossbow is less exhilarating but equally impressive. Materials such as 45/45 degree biaxial glass and

premium resins combined with uncompromising lay up techniques give strength to the streamlined hull. Strength isn't the only result. Premium resins give the outstanding finish and durability that translate to Donzi's well known resale value.

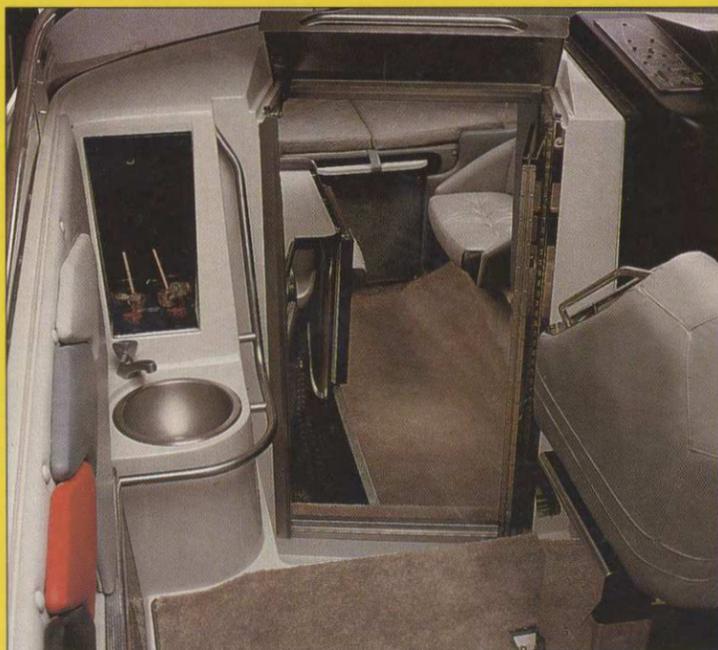
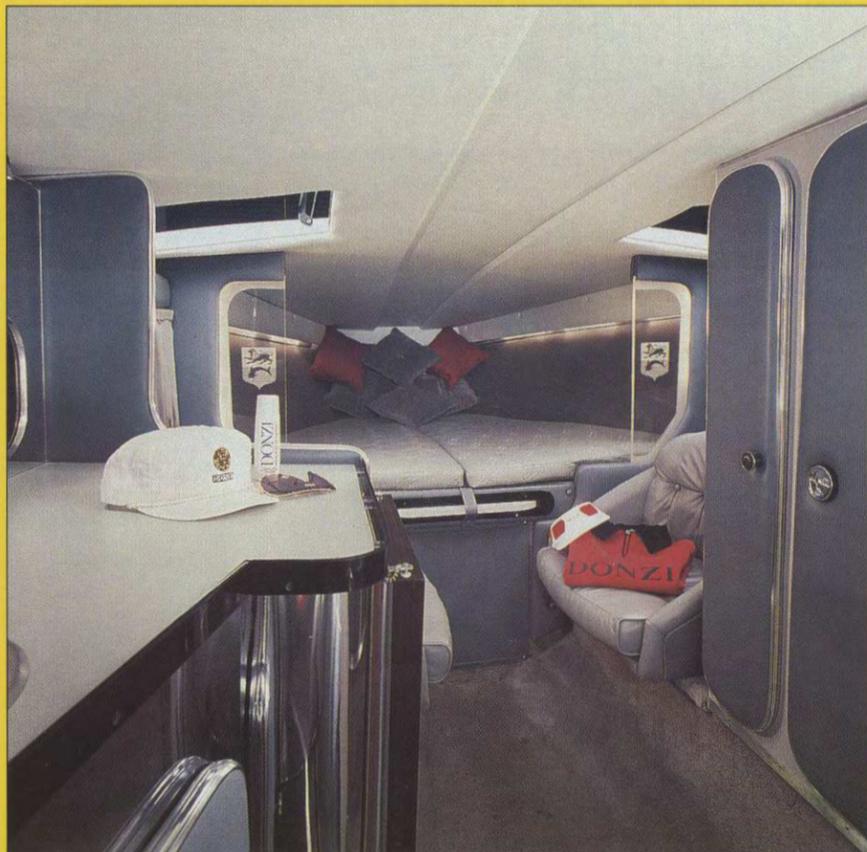
The styling and layout of the cockpit is dramatic and clean. It excites the eye, without distracting from the driving experience. Front cockpit seating consists of an electrically adjustable double bolster with drop away bottoms. Rear cockpit seating is provided by a wrap-around bench. Everywhere you look, you see Donzi's polished gelcoat, hand-crafted upholstery...top grade stainless steel or chromed brass.

In the luxurious cabin below, a roomy



To handle the high RPMs of the Donzi performance machines, only stainless steel twin props are used. Deliberately over-sized air intakes help engines achieve maximum performance.

The Crossbow features a mirrored galley to port with pressure water and a 4 cubic foot refrigerator (12v/110v). Storage cabinets are plentiful and detailed with rounded corners. Valances provide lighting that is indirect and appealing. All the details are integrated with standard Donzi panache. Note the materials: Polished plexiglass and stainless steel...glove leather...



The Crossbow's recessed cabin entryway allows you to enter the cabin with ease.

Stainless steel wet bar is thoughtfully positioned for cockpit convenience.

The helm panel offers a full complement of VDO Blue Line instrumentation and warning systems.



V-berth offers sleeping accommodations for two. There's an enclosed head to starboard and a mirrored galley to port, with pressure water and a 4 cubic foot refrigerator (12v/110v). Music flows from a premium Kenwood™ stereo while sunlight and air are freely admitted by newly styled gull-wing hatches. Leather lounges, custom matched upholstery, and luxurious carpet provide a softening touch to

balance the hard shine of plexiglass, mirror and stainless steel. Overall, the interior is the aesthetic of air, light and leather.

Between the V-berth and the leather lounge seating there are elegant plexiglass dividers. Etched in their surface, the Donzi lion and dolphin crest makes the ultimate statement of marine taste.

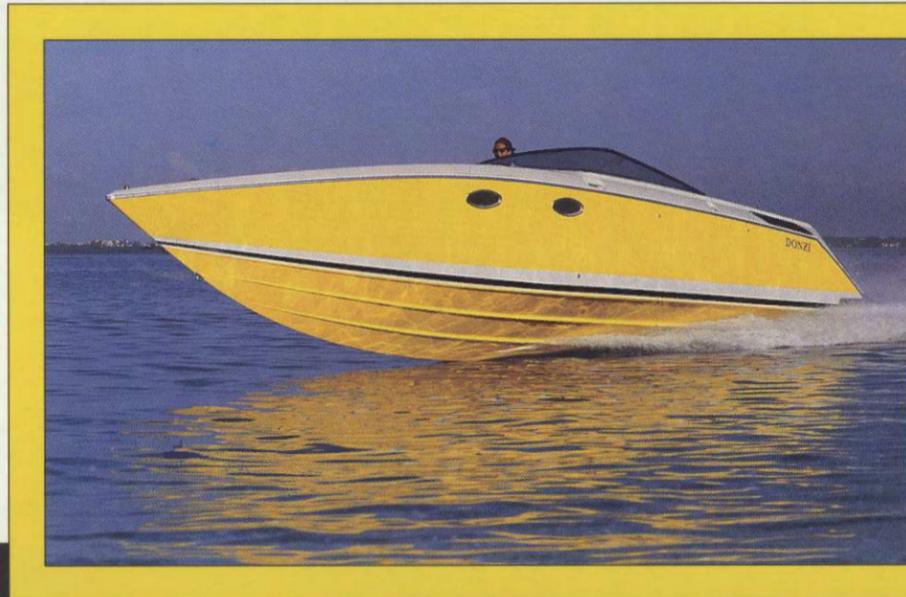
Donzi refuses to play the stripped-down

game. As a result the 33 Crossbow comes standard with features that would be costly additions for other boats—like the hydraulic engine lift and engine room lights, freshwater flush, battery crossover switches, stand up bolsters, bow lifting ring, Halon™ fire extinguisher, and more...

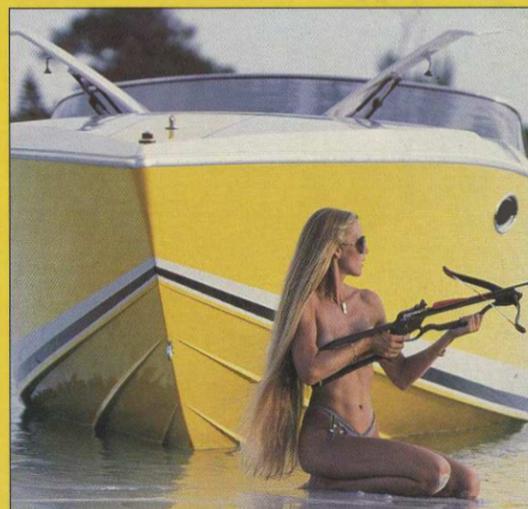
Standard power on the Crossbow is twin 330 V-8 sterndrives. The Crossbow's engine mounts are through-bolted to the stringers. Engine accessories are bulkhead mounted and batteries are secured with race type fittings.

As Donzi CEO, Dick Genth says, "This boat is *'the right stuff'* of speedboating." No doubt. Pure excitement from the Donzi fleet, the Crossbow is the maximum Z-machine to deliver the maximum speedboating experience.

**SPECIFICATIONS:** The Z-33 Crossbow has an overall length of 32'4" and a beam of 9'0". The fuel capacity is 200 gallons. The draft to keel is 18". The draft to outdrive is 35". The approximate weight is 8100 lbs. and the standard engines are twin 330 horsepower.



The Crossbow effect... Electrifying. She is elegant, aggressive and sexy. In every millimeter from her bow to her stern she is an affair with perfection. Donzi's maximum speedboat inspires the intense desire to possess.



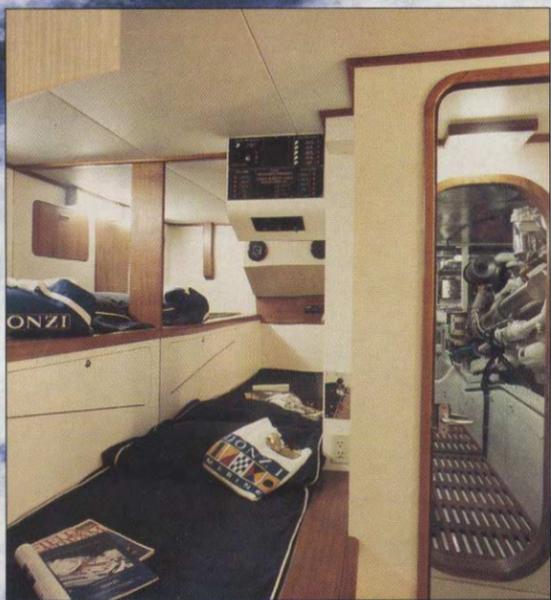
Foredeck hatches on the original Z-33 have been updated to a modern gull-wing design. Like the Mercedes originals, they lift from the outside edge. A fitting choice for the boat known to deliver "liquid flight".

# THE MASTER OF THE

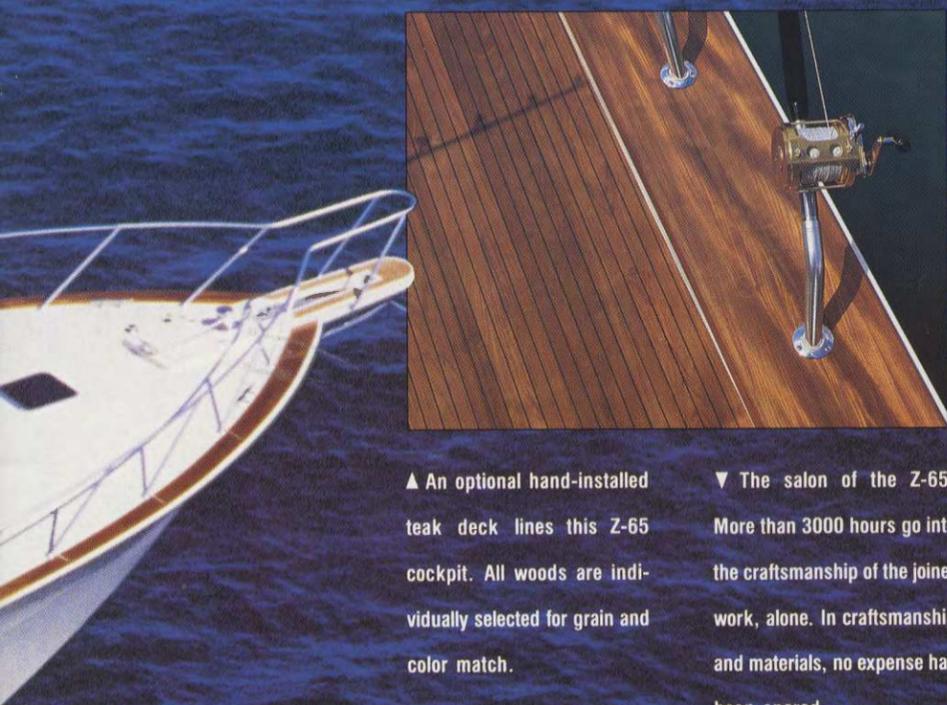


► The bridge control station. Designed to provide the operator with an essential unobstructed view of the entire cockpit, plus plenty of room for non-fishing guests to gather.

◄ Crew quarters with washer, drier, shower and head.



# GAME DONZI'S TOURNAMENT SPORTFISHERMAN OUTCLASSES ALL COMERS



▲ An optional hand-installed teak deck lines this Z-65 cockpit. All woods are individually selected for grain and color match.

▼ The salon of the Z-65. More than 3000 hours go into the craftsmanship of the joiner work, alone. In craftsmanship and materials, no expense has been spared.

**W**hen Donzi's corporate helmsman, Dick Genth first encountered the thrill of the chase aboard a world class sportfisherman he knew what had to be done.

"We are going to build one," he told his Donzi team. "One that combines performance, comfort and size. One that will fish, exceed 30 knots and still satisfy anyone's demand for opulence. Why don't we build a true 65... the best in the industry?!"

So they did. And the tournament circuit will never be the same.

There is nothing commonplace or standard about the Donzi Z-65. She excels in every inch of her 65 streamlined feet. From the meticulous crafting of specially selected teak to the spectacular design of her hull and the extensive mechanical systems this is Donzi larger than life.

Why 65 feet? "Why not?" counters Genth. "We had the best designer and the best electrical engineer. We had all the best technical people. So why settle for anything less?" Genth reasoned that owners of a 38-foot boat are never satisfied until they've replaced it with a 46-foot boat. And they're never satisfied until they've replaced it with a fifty. It's a case of upward marine mobility.

To propell this eighty-thousand pound offshore aggressor (affectionately dubbed by Genth as "a real war wagon") Donzi offers two Stewart Stevenson™ 12V-92 M.T.I. or 16V-92 M.T.I. twin diesels. The engine



room is unusually serviceable because it houses only engines, fuel tanks and generators, while other equipment is elsewhere. When the Z-65 was designed, Donzi threw out the trite answers of the past.

The Z-65 is a modified vee hull with a sharp bow angle. Good flare to the topsides gives the driest ride possible, and the wide chines are reversed forward to deflect spray outward. The hull has a deadrise of 12 degrees at the transom for excellent planing characteristics when running and stability when trolling or fighting at lower speeds. Special variable speed trolling valves provide precise shaft RPM control.

As in all Donzis, each and every individual component on the Z-65 must excel in its field. Specifically, standard on-board generators are Westerbeke™, the filtration system is Raycor™, the propellor shafts are Aquamet 22™ four-inch (deliberately oversized).

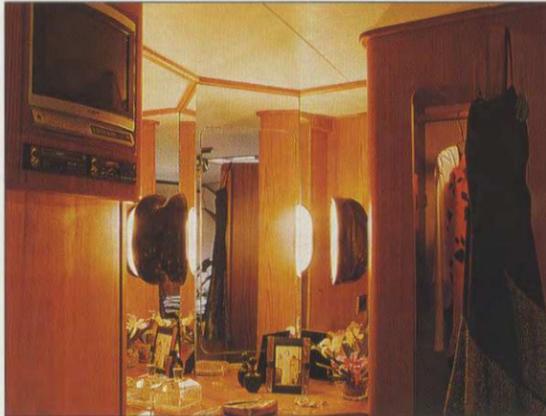
Most production boats of this size are built with woven glass because it is cheaper. The Z-65 is built with non-woven biaxial and triaxial glass because it is better. Other exotic materials and techniques, including modern vacuum bagging technology, composite structural techniques and the latest

advancements in glass, resin and foam technologies have been combined in a package seldom achieved in a production or semi-production yacht before.

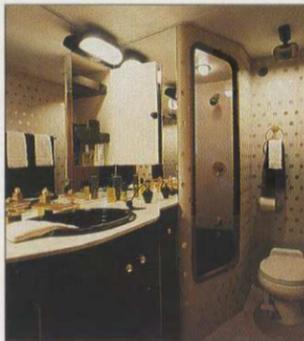
The Z-65 is entirely Divinycell™-cored with the exception of through hull areas. The density of the foam system is custom engineered to meet the specific stress of different areas in the boat. Density is increased for the hull bottom where impact is greatest and decreased where impact is less. The result is increased strength and decreased weight—a formula that helps deliver the Z-65's startling maneuverability.

Genth's team has a reputation for exceeding the norm. With production boats of this size, there has long been an unofficial 30 mph barrier.

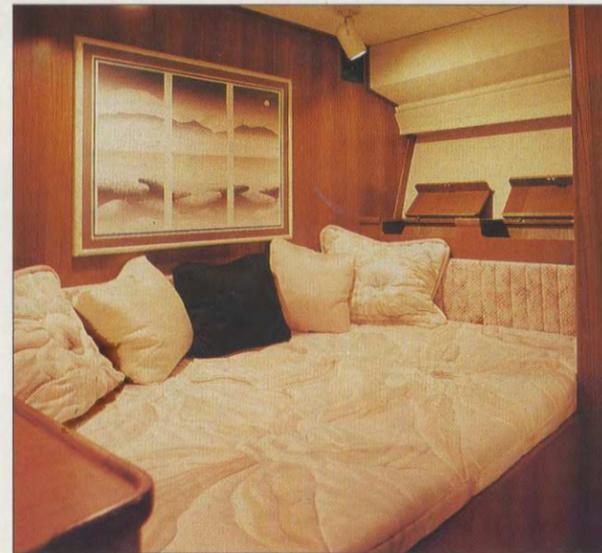
► The vanity in the master stateroom. Its triple mirror reflects the opulence and visually open space that characterize the Z-65 interior. Flawless cabinetry work throughout is the result of thousands of hours of craftsmanship.



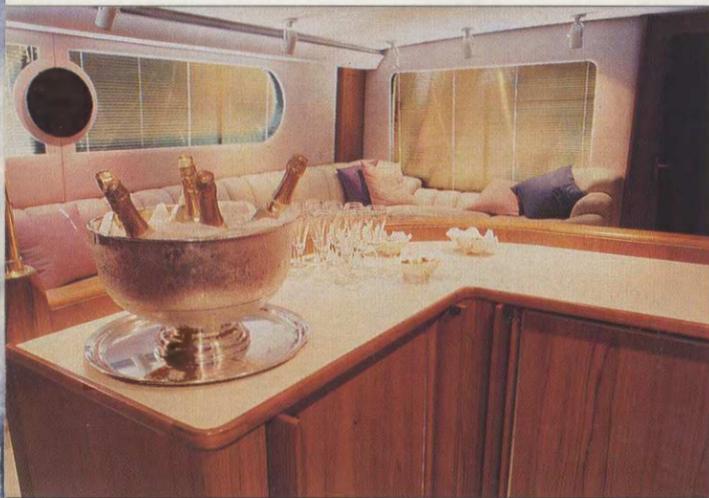
► The private head, off the master stateroom.



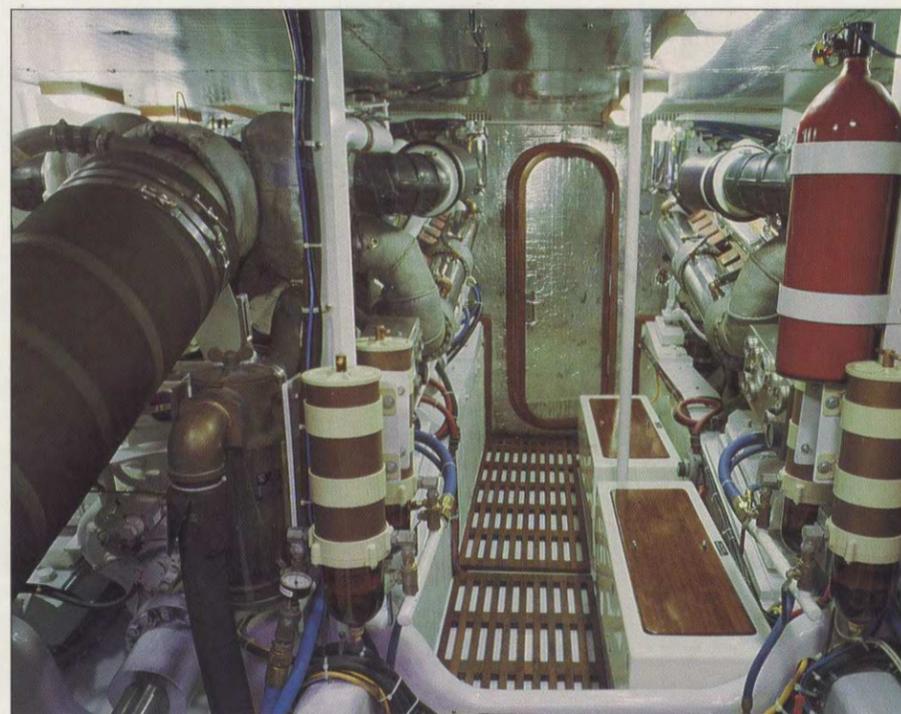
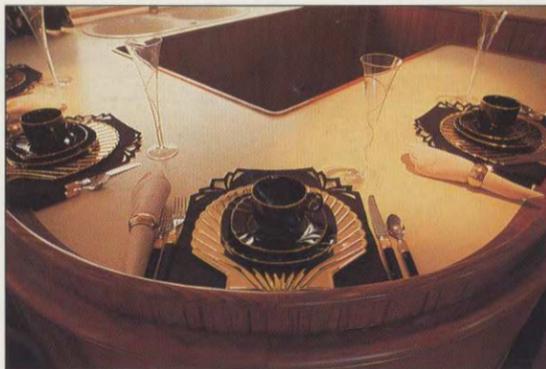
▲ Onboard generator provides 25 thousand watts. That's electrical power far above the norm — superior to most marine applications.



◀ The superbly efficient and open galley. You'll find a Jenn-air™ stove... an Amana™ radar convection oven... Subzero™ brand refrigerators and ice maker... a Kitchenaid™ dishwasher and a 12 cubic foot Frigibar™ freezer. Its appointments read like a kitchen wish list.



► Radius corners. Throughout the Z-65, smooth flowing lines carry the eye from one appealing area to another. Interior textures and colors have been selected to reinforce the effect.



No more. To get more speed, Donzi used single-leg struts, installed ax-head rudders, built custom propellers, and painstakingly tailored all underwater gear to reduce drag.

When the first Z-65 went out, the critics reported. Was she a master of the fishing game? Yes. The Z-65 can raise game fish.

She is a critical design triumph... a combination of aggressive engineering and opulence that is unmatched anywhere, available in limited editions

of six a year. The line forms to the right...

**SPECIFICATIONS:** The Z-65 has an overall length of 65' and a beam of 18'-7½". The fuel capacity is 1900 gallons. The draft to keel is 5'-2". The dry displacement is 72,000 lbs. The fresh water capacity is 350 gallons and standard engines are twin Stewart Stevenson 12V-92 M.T.I. diesels.



◀ Owner privacy and protection. The forward master and guest staterooms are comfortably isolated from the crew. Each yacht is decorated and detailed custom for its owner. The result is the kind of dramatic elegance and classic luxury you'd expect to see on the pages of *Architectural Digest*.

◀ The guest stateroom. Owners have their choice of double berth or over-and-under bunks. For extra sleeping quarters, a sofa bed can be selected for the salon.

◀ The engine room. It offers full headroom and complete access to the Stewart Stevenson engines. Stewart Stevenson services its engines anywhere in the world. That's a premium uncommon and probably unnecessary, but for a world class yacht, world class service is certainly appropriate.

# What to look for in a small fishing boat?

## Donzi asked George Proveromo, Field Editor for *Saltwater Sportsman*:

**Donzi:**

George, you've had a lot of experience with fishing and fishboats... what do you think is the most important feature?

**George:**

One of the most important things is rod storage. You want to look for a boat that can accommodate as many rods as possible where all the rods are easily accessible.

When you're out fishing, it always pays to have several rods rigged to cover a variety of situations. You might be permit fishing when a cobia pops up in a chum slick. By having the rods accessible and rigged, you have a chance to get the cobia.

Gunwale rod storage needs to be wide enough where you can just reach in and easily grab a rod. You also want to be able to clear out the cockpit quickly when you need room to fight a fish.

**Donzi:**

What about fish boxes?

**George:**

Naturally you want fish boxes big enough to accommodate the kind of fish you want to pursue. In shore fishing for Grouper and Snapper there's no need for an excessive box, but if you plan to go offshore and play with Dolphin or Wahoo, you'll want a larger one.

And regardless of size, you definitely want a box that's insulated and has adequate drainage for ice and slush, so the fish aren't submerged in it, which could affect the taste.

**Donzi:**

In addition to rod storage and fishboxes, what else is important for a good fishing boat?

**George:**

You need a large and functional live bait well. A functional bait well is one which has an aeration system that picks up water from the ocean and circulates it. Then when the water reaches a certain level, a drain pipe sends it seaward.

The wells that are oval or circular in design

are superior. With a square well, the baitfish tend to go head-on into the sides of the well, whereas with a rounded or oval well there's a track they can circle.

**Donzi:**

What about layout?

**George:**

You want to search for the layout that is the most uncluttered. When fishing, you need plenty of room to walk, cast and fish. You want nothing in the way to trip you up or inhibit your fishing style.

**Donzi:**

It seems like so far, we've talked about fishability. What about overall boat performance?

**George:**

Performance and layout are both important—they go hand in hand. A small fishboat is going to need a good solid deep-vee that can handle itself in rough water, compared with the modified vee that an inshore or bay fishboat can get by with.

You also want to look at fuel capacity.

**Donzi:**

What about overall quality. How important is it?

**George:**

I am a wholehearted believer in fishing boat quality. Bad weather has an uncanny knack of popping up unexpectedly. You want a solid boat. If you're well offshore and you get caught out there, you need a boat that can perform well.

**Donzi:**

Any famous last words?

**George:**

Think of a fishing boat purchase as an investment. Buy a reputable name boat that represents quality, because what you need to be thinking of in the long run is resale. By buying quality up front, you're always going to get the top resale dollar when it comes time to turn that boat over.

**Donzi:**

We couldn't agree more!





# FISHING

**T**here is a new aesthetic on the fishing boat horizon... The sweep of the bow, the shape of the transom, the smoothness of the contours... fishing boats of a different sort, these Donzis are sexy. It is more than a purely visual affair; They perform for fishing like the Donzi Zs do for speedboating.

From first glance, it is obvious that the Donzi fishing fleet is state-of-the-art. These are not fishing 'boats', they are fishing 'machines'... a precise integration of working components dedicated to a specific function: The hunt.

Few anglers would argue that fishing is intrinsic to our nature. It doesn't take much to see that the evolution of the fishing boat is the evolution of hunting technology. Who better to move that evolution along, than the man who was responsible for overseeing fishing boat development at three of the industries manufacturing giants.

No wonder the Donzi fishing series is exceptional. They are all fourth generation fishing machines... Dick Genth's finest yet.



## F-23

"Our goal in designing the F-23 was to build the biggest little fishing boat possible."

Fortunately for the angling community, Donzi makes a habit of achieving its goals.

Deep-vees are traditionally tender at rest, but slight modifications to the Donzi fishing hulls have resulted in a very comfortable platform even when drifting, bottom fishing or slow trolling. And if you're moving out fast, it's difficult to beat the cutting action and maneuverability of the Donzi speedboat inheritance.

Center consoles have always held an allure for the fishing purist. In the walk-around cockpit, there is a certain disdain for anything but fishing. On the F-23, Donzi's attention to both functional and stylistic detail only enhances the effect. Compartments are recessed, storage is molded-in and surfaces are flush. The result is a perfectly clean environment for the one-on-one with the difficult fish.

With an 8'-6" beam instead of the more common eight, the F-23's extra wide cockpit leaves plenty of room for fishing space and gear. Two large fish boxes, a 30 gallon round-cornered live bait well (aerated of course), and 100 gallon fuel capacity complete the basic picture. But the basic picture doesn't nearly communicate the functional beauty of

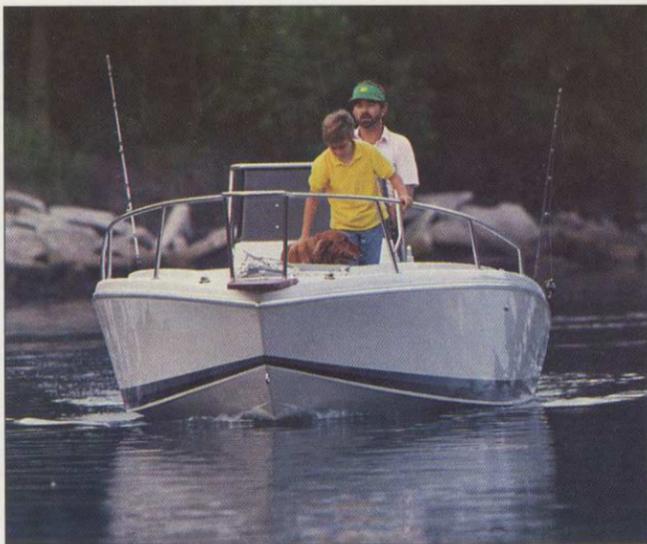


The FC-23... Approximately seventy-five square feet of unobstructed fishing platform, complete with cuddy cabin comfort and the at-rest stability a wide beam provides.

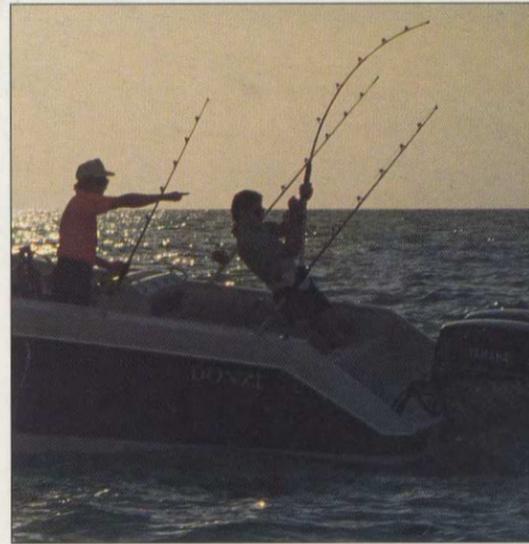
# MACHINES FOR MODERN MAN



The F-23... Center console fishing—approximately 100 square feet of it, outlined here with the clean lines of the all stainless steel welded rail.



The F-33... Nearly 200 square feet of fish fighting platform, enhanced by a special transom bracket that keeps the engines well clear of the deck area.



this boat.

Take a closer look at the live bait well and you'll notice the rounded interior corners so bait stay frisky and alive. Forward, you'll find an anchor and anchor line compartment, conveniently accessible. Six full-size rod racks are molded-in under the gunwales. Above, there are draining stainless steel rod holders.

A leaning post with 'rocket launcher' provides comfortable support when running offshore and doubles as rod storage for four. Inside the seat there's a storage compartment for the gear you want to keep most handy.

On the console you'll find clustered gauges—aircraft-style, so they're easy to read. There's also another weather-protected storage compartment—big enough to use for extra instrumentation or fish finding electronics.

A non-skid surface covers the deck and gunwales and provides just the right balance between a 'gripping' texture and easy clean-up.

With seven storage compartments, an access hatch is located about every four feet. Storage compartments are positioned above the bilges and the waterline—a novel experience for some boaters!

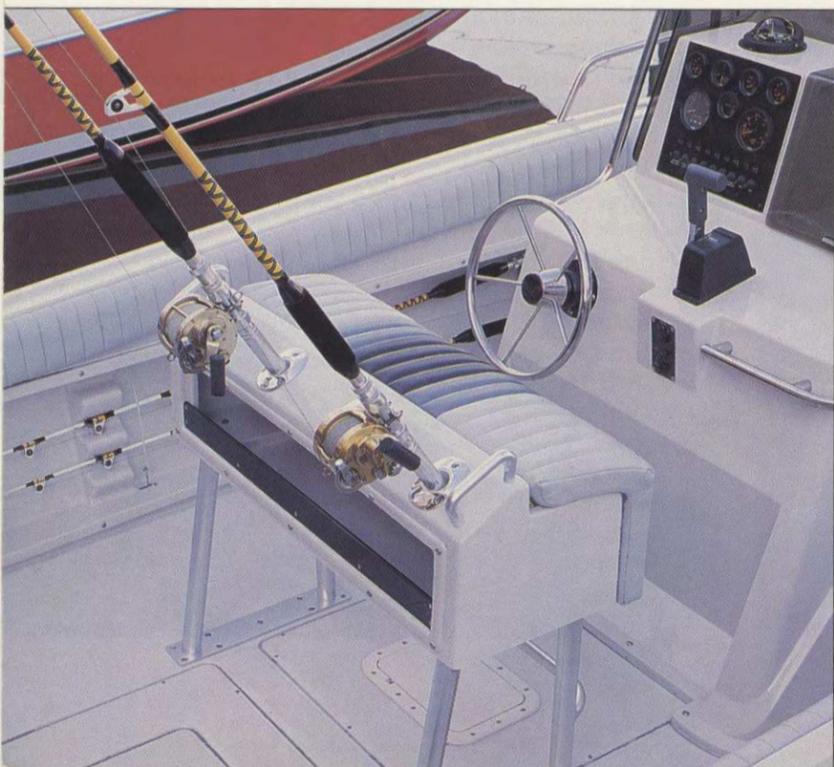
The F-23 has a fish box big enough to comfortably handle your average size mermaid, or a good catch of muskies, redfish or medium-sized grouper.

Stainless steel grabrails go all around the boat as well as the center console itself... a detail you'll appreciate when you're fighting the kind of fish that wants to fight back.

What's enjoyable about the F-23 isn't any one of the many carefully thought out details; it's the presence of all of them in one boat that is so beautifully streamlined that *Power and Motoryacht* were inspired to call it, "A fishboat with the style of a Ferrari."

As the fastest big little fishing boat around, there is no doubt the F-23 will be reeling in the anglers.

**SPECIFICATIONS:** The F-23 has an overall length of 22'11" and a beam of 8'6". The fuel capacity is 100 gallons. The draft to keel is 18". The approximate weight (boat only) is 2700 lbs. and the maximum horsepower is up to a single 250 Hp.



An eyeful for the angler! Removable rocket launcher cushions... stainless steel grab rails... stainless steel destroyer wheel... under seat storage for tackle and gear... easy to clean plexiglass doors... footrests...



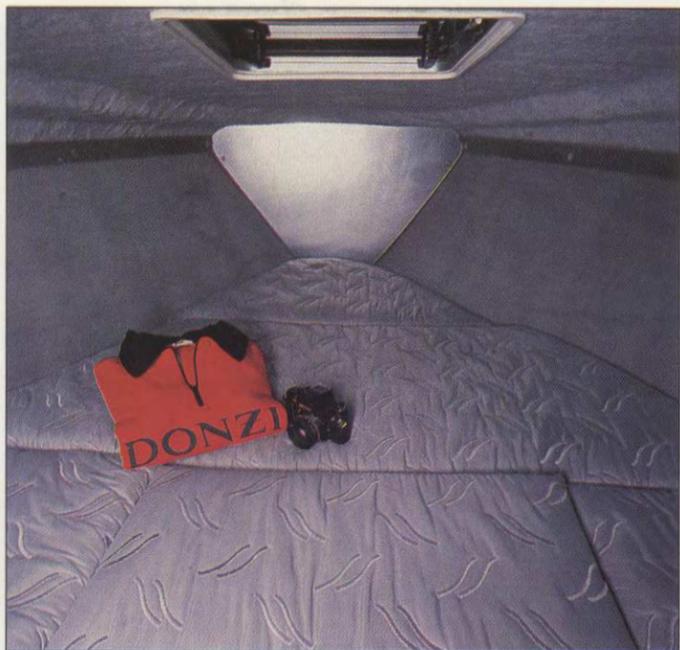
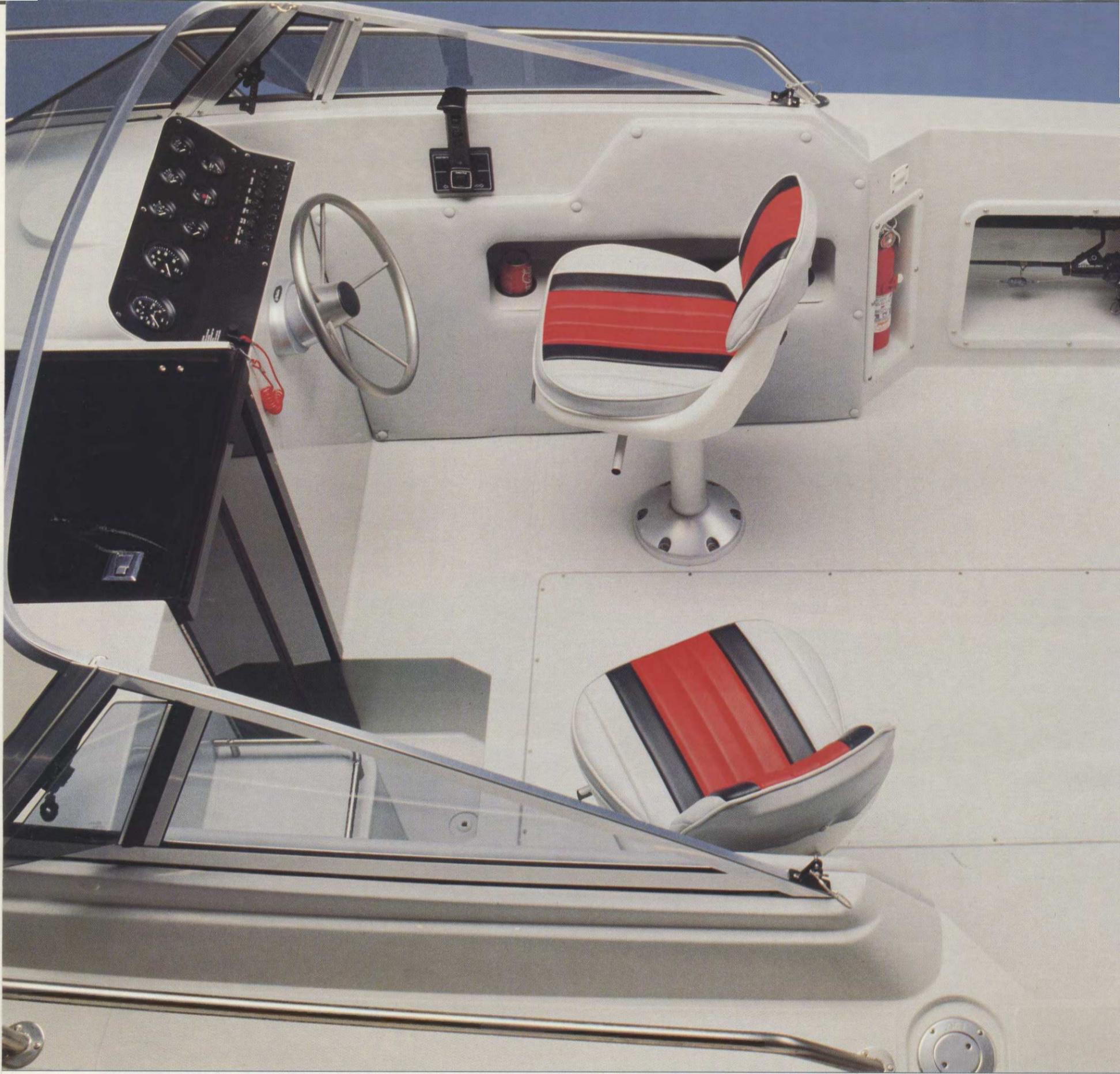


Aft port and starboard boxes lift out to provide easy access to battery and mechanical systems.



If a big one gets away on the F-23 it probably won't be due to snagged lines. Notice the recessed cleats, recessed rod-holders, numerous molded-in features and hinged fiberglass splash board.

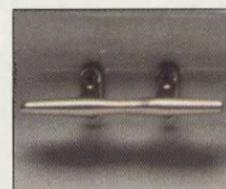
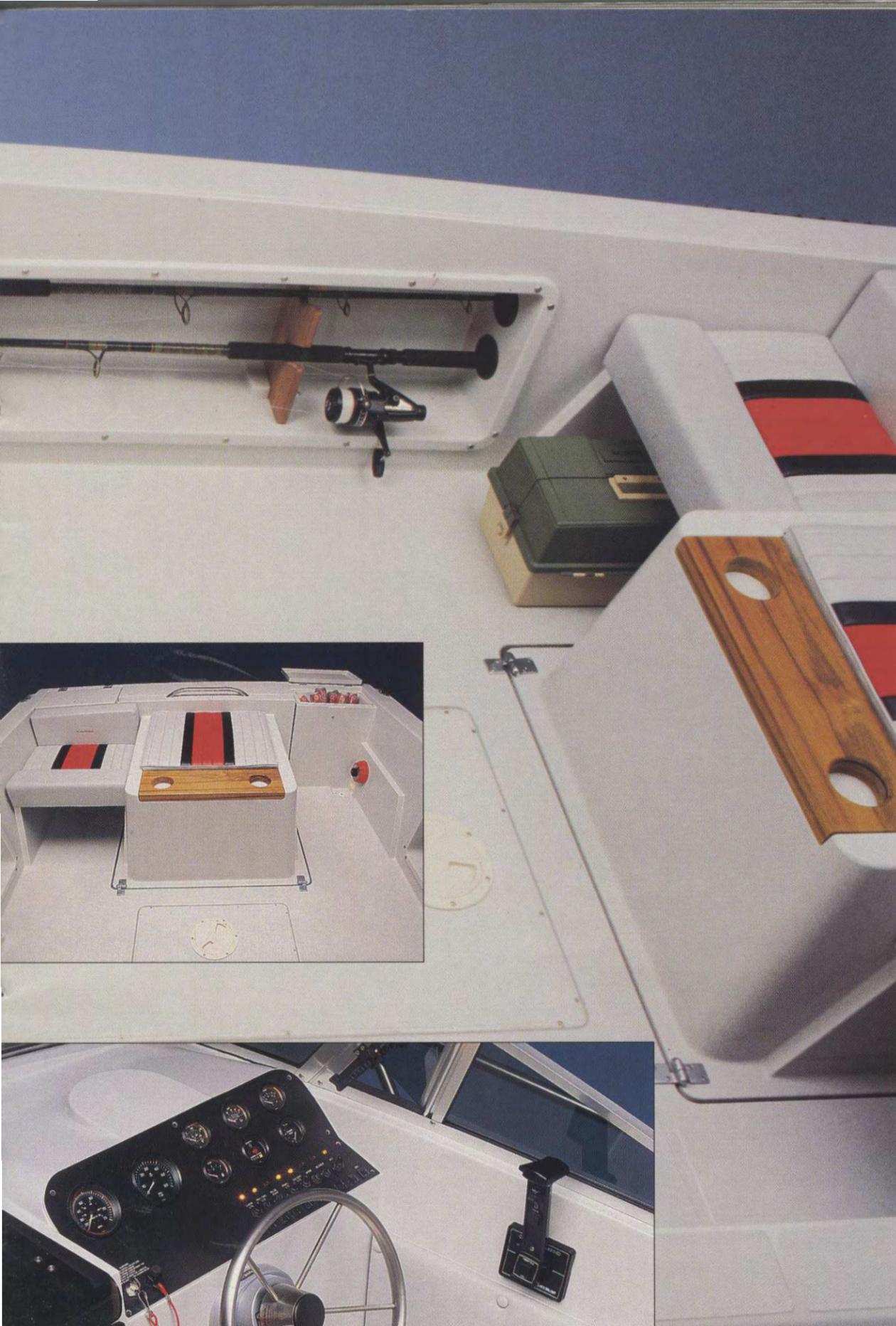




Belowdeck you'll find sleeping accommodations for two and an optional head.

Engine access is nearly effortless. Thanks to a hinged engine lid and gas cylinder rams, the engine cover pivots quickly and easily out of the way.





# FC-23

If you belong to the tough-it-out-take-anything-in-the-name-of-fishing school of thought, the FC-23 is not for you. On the other hand, if you like to fish or dive and still be able to get in out of (a) the rain, (b) the sun, or (c) the watchful eyes of fellow boaters when you or your family need to use the head, then the FC-23 does (d) all of the above...and does it *with style*.

The FC-23 is a fully functional fishing machine with all the comforts of a cuddy cabin. She is also first and foremost, a Donzi with all the quality the name implies.

Step into her cockpit and you're immediately surprised by the space! Because the helm station is more forward than it would be in a runabout or center console fishing boat, the FC-23 has plenty of cockpit room for comfortable family cruising, fishing or diving.

With typical Donzi attention to detail, the cockpit is finished out with a full fiberglass innerliner. Its stylish, it adds to the boat's structural integrity and its easy to clean! Rods are safely stored below the gunwale coaming in classic teak rod holders. For extra storage, boxes have been molded in next to the helm and passenger seats. Everything has been designed to keep the open area open and easy to maintain.

Individual bucket seats at the helm and passenger position are rotocast on aluminum pedestals and have removable upholstery. To the stern of the FC-23, an upholstered pad covers the engine box, bridging the space between port and starboard jump seats. Even the jump seats are meticulously upholstered and removable. Leave them in for cruising or take them out to access the transom for serious fishing.

"We wanted a multi-purpose fishing boat," explains Donzi's Vice President of Engineering, John Garland. "a boat that could work equally well for casual or serious fishing and diving." With that end in mind, they left more than enough room to add a tank rack, or trolling chair, or outriggers or diving platform, or anything else to customize the boat to individual sporting preferences.

For cuddy cabin entry, elegant custom plexiglass doors fold out into a recessed and self-draining well. Inside, a Bomar™ hatch sheds light and air on a roomy V-berth that offers ample sitting headroom. Discreetly hiding under the semi-convertible V-berth is an optional marine head...all the basics, and then some.

Like the rest of the Donzi fishing fleet, the FC-23 offers the modern profile and superior handling of the deep-vee hull. She also provides the comfort and convenience of a cuddy cabin. If creature comfort and family pleasure rank high on the priority list, the FC-23 is the kind of boat you won't want to let get away.

**SPECIFICATIONS:** The FC-23 has an overall length of 22'11" and a beam of 8'6". The fuel capacity is 100 gal. The draft to keel is 18". The draft to outdrive is 34". The approximate weight is 3600 lbs. and the standard engine is 205 horsepower.

The FC-23's clean fluid styling comes from molded-in components and an exhaustive design process. Thoughtful detailing in every area has been dictated by the needs of the serious fisherman. Note the stainless steel Destroyer wheel, welded bow rail and non-skid deck finish: superior durability and clean-ability.



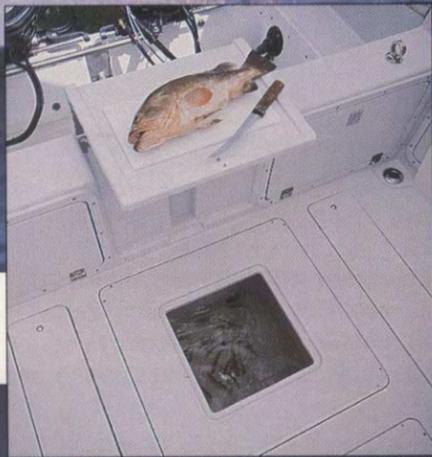
No detail has been overlooked. F-33 hardware is 316 stainless steel or chrome over brass. Sidewall access hatches throughout are recessed.



Now, as the two boats approached the sea buoy, they entered the gulfstream. The waves got higher and rougher, which didn't matter at all to the Donzi—but caused the 'Nameless' to slow down considerably, eventually turning tail and heading back to the marina. Much later, the F-33 headed in and, once again, bypassed the 'Nameless' which was laboring under the seven to nine foot seas and still had not reached the marina.

And then there's the story... of the F-33 which was heading out toward the sea buoy at Key Biscayne. Along came a competitor's 30' sportfisher. The competitor's boat, which shall remain 'Nameless' pulled ahead of the F-33. Unintimidated, the F-33 promptly passed it by.

The moral of the story:  
For performance, choose Donzi;  
all others shall remain forever 'Nameless'!

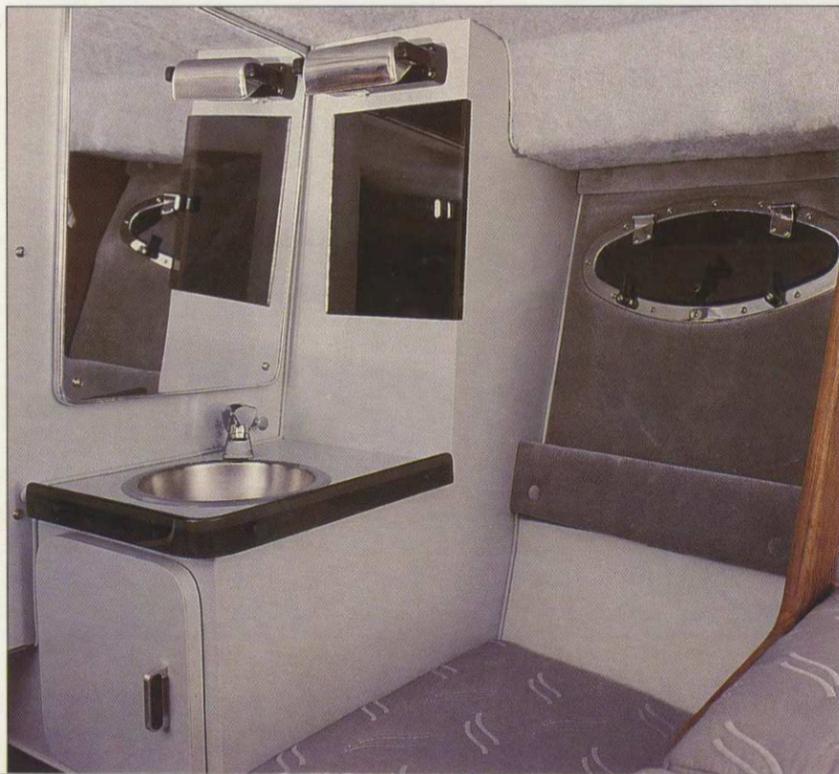
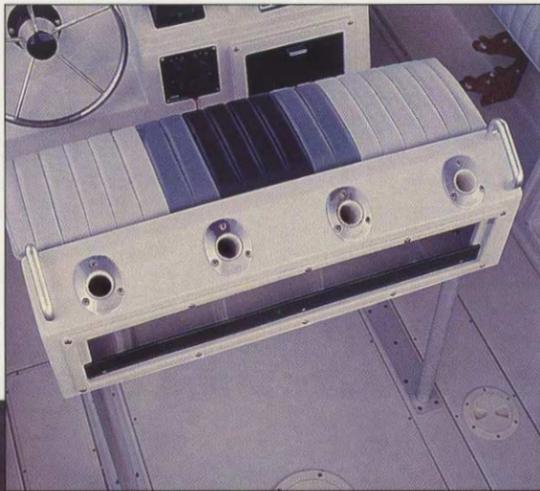


Donzi outboard brackets get the engines aft and low, out of the way for serious fishing.

Belowdeck, there are sleeping accommodations for three and a marine head located under a removable V-berth cushion. Wide hullside shelves offer extra storage.



The F-33 leaning post/ 'rocket launcher' helm seat contains rod holders for four and storage for tackle or gear.



The F-33's large forward cabin is about as luxurious as you can get and still have a functional fishing machine. She comes outfitted with a comfortable galley, generous storage, Kenwood stereo, cabin rod racks and 20 gallon fresh water capacity.



# F-33

So you're contemplating the purchase of Donzi's be-all-end-all 33-foot fish boat. Is it everything they say? More important, is it everything you need? Go ahead... check it out. Ask the questions. But be forewarned. There is no way you can be forearmed. For the serious fisherman, the answers make an overwhelming case for possession.

### *Will it hold everything I need?*

The F-33 has more storage space than many small restaurant kitchens. The sides of the boat are unending doors of storage, all mounted flush so that when everything's put away, nothing extends to snag a line or catch a knee. When they said "fishing platform" the people at Donzi meant it.

In the cockpit, molded-in rod boxes are 10 inches deep. They can accommodate eight seven-foot rods with 6/0 reels, each harnessed individually, bungeed, and completely recessed for unobstructed walk-around. Additional rods can be accommodated by full-size rod racks mounted above the cabin V-berth.

### *Will it take me where I want to fish?*

Do thoroughbreds breed racers? Born and bred in the offshore race circuit, deep-vee hulls have been time proven to deliver maneuverability and cutting action.

With a 'strictly business' fuel capacity of 295 gallons, the F-33 carries almost twice the fuel of comparably-sized boats. Anyone who's ever had the experience of handling a boat that changes personality with its fuel load will appreciate the F-33's engineering. She runs evenly and balanced, whether fuel-full or low.

When moving out, the F-33 offers an unusually dry ride. With a maximum twin horsepower of 550, the F-33 gets you to the fishing grounds in about a third the time of many competitors.

### *Will I be able to fish comfortably?*

Only if you appreciate walk around comfort, grab rails, perfectly positioned storage for coolers, water, and tackle.

The F-33's large forward cabin sleeps three, and is as luxurious as you can get and still have a functional fishing machine. The boat's fresh water capacity is 20 gallons, stored in one tank forward for drinking, one aft for showering. Divers and swimmers will appreciate the fact that there's both fresh and saltwater washdown.

The F-33's deep-vee hull and nine-foot beam make her very sea kindly. Even at slow speed or stopped, she is comfortable and steady.

### *Is it easy to clean up?*

Die-hard traditionalists will lament the absence of teak trim on the F-33; pragmatists will applaud the all-fiberglass cockpit. For quick and easy cleanup, you need only stow the gear, close the access doors and wash everything down.

The F-33's twin outboards are mounted on a unique bracket system (patent pending). Platforms have been shaped on both sides of

the engines and covered with non-skid to create a functional area for servicing your outboards.

There is easy access to battery switches, fuel filters, trim pump and steering fluid reservoir. The fire extinguisher has its own built-in compartment and fuel fittings are of the quick connect variety.

There's Donzi's diamond pattern finish throughout. Even the self-draining cutting

board has not been missed.

*Can I live without it?*

The F-33 is a fishing machine that performs equally well on the run, in the hunt, and in the eye of the beholder. It is an almost overwhelming experience. Donzi fishing performance may well be an experience that becomes an obsession.

**SPECIFICATIONS:** The F-33 has an overall length of 33'-1" and a beam of 9'-0". The fuel capacity is 295 gal. The draft to keel is 18". The approximate weight (boat only) is 5300 lbs. The fresh water capacity is 20 gal. and the maximum total horsepower is 550.



# D o n z i A t P l a y !



Family Boating Redefined

**Ragazza<sup>®</sup>**  
By **DONZI<sup>®</sup>**

Donzi pedigree, Donzi perfection. Redesigned in a Donzi dedicated to play. Ragazza 17, 19, 21, 23 and 25... Built-in quality, convenience and performance. Easy to enjoy. Easy to own.

Donzi Marine Corporation, P.O. Box 987, Tallevast, Florida 34270-0987

813/355-9355

Cable: DAMDONZI

Telex: 9102407986

A Manatee County Industry  
Copyright 1987



## AT LAST! THE AFFORDABLE FAMILY DONZI



Dare a boat company famous for race-style performance come out with an all-purpose pleasure boat? They dared, they did, and they call it Ragazza. Ragazza is Donzi's all-new, all-purpose, ski, fish, cruise, sun and fun line of moderately priced runabouts and cuddy cabins.

Why did Donzi enter the pleasure boating mainstream? Because there have always been people who appreciated Donzi quality, but wanted more of a family boat than the Classics or Z boats. Now they can get it. As Gordon Houser explains, "The Ragazzas have style, quality and enduring value. But in place of race-style performance we gave them a pleasure boat orientation."

Like all Donzis, Ragazzas are characteristically beautiful but they are uncharacteristically affordable. See for yourself...

# 9 12 22

**B**y definition, a pleasure boat should be a pleasure to drive. The R-19 and R-21 both qualify. When going downwind, upwind or crossways, these boats go where you point them. Their moderate 19-degree deadrise provides fuel economy, stability and the kind of quick planing you need for skiing.

In both the R-19 and R-21,

seating is plentiful and versatile with ample seating in the bow and adjustable lounge-style helm and companion seats in the cockpit. Rear jump seats can be joined together with the engine box to form a large upholstered sun lounge.

For safety, stainless steel grab-rails are plentiful throughout and there are port and starboard teak

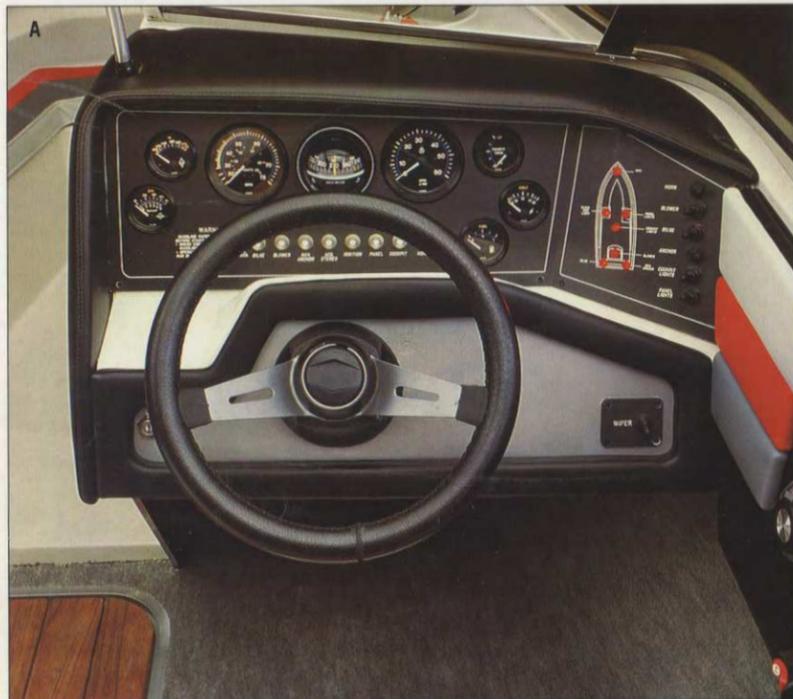
step-plates. Electrical wiring is tie wrapped and secured at close intervals under the deck coaming—out of sight and children's reach.

You might expect moderately priced boats to skimp on the details, but not these Donzis! The R-19 and R-21 come standard with molded-in swim platform, folding ladder, convertible top, AM/FM stereo with

speakers, VDO™ gauges, lockable ski-compartments, ski tow hook, windshield wiper—the list just goes on and on.

#### SPECIFICATIONS:

The R-19 has an overall length of 18'7" and a beam of 7'4". The fuel capacity is 26 gallons. The draft to keel is 14". The draft to outdrive is 29". The approximate weight is 2350 lbs. and the standard engine is 128 horsepower.



A. VDO™ Standard Line gauges.

B. Adjustable lounge-style seating.

C. Convertible top is standard.

D. Lockable glove box with stereo.



**T**he R-21 has all the features of the R-19 and then some—like the nifty little thing Donzi calls a chill box. Basically a wet bar/cooler on the passenger side of the dash, it supplies fresh water for drinking or washing and is an insulated ice box.

In the R-21 cockpit, a long open pocket runs along the gunwales. It is fully

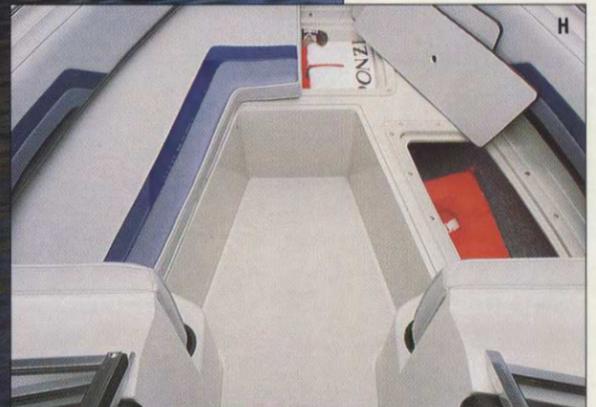
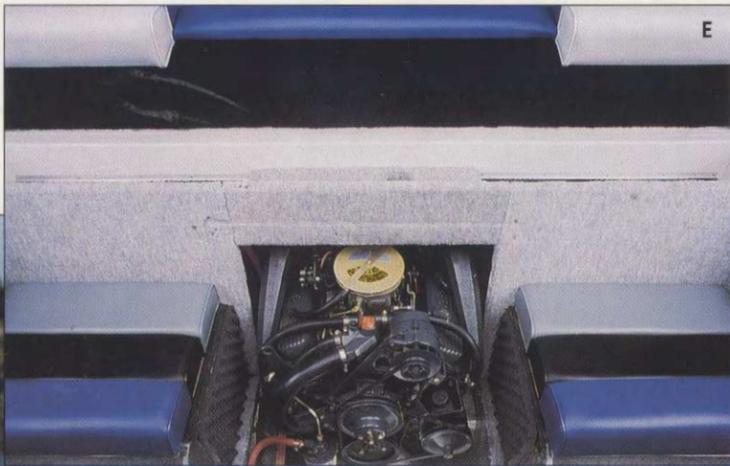
carpeted and provides storage for potential cockpit clutter. The engine compartment is completely gelcoated, engine mounts are high quality aluminum and the lid is hinged for easy access. Throughout, Ragazzas have been designed and constructed with Donzi's uncompromising attention to detail.

All cushions are welted or top-stitched, just like the

much more costly Z-boats. In fact, the Ragazza's have a lot in common with the Z boats, most notably, the craftsmen who build them. Since Zs and Ragazzas are constructed at the same facility, the same craftsmen assemble them—with the same quality orientation. As one Donzi associate expressed it, "Ragazza buyers are getting a deal!" A thor-

ough look at the Ragazza bowriders and you'll agree.

**SPECIFICATIONS:**  
The R-21 has an overall length of 21'-0" and a beam of 8'-2". The fuel capacity is 50 gallons. The draft to keel is 14". The draft to outdrive is 29". The approximate weight is 3100 lbs. and the standard engine is 175 horsepower.



**E.** High-quality engine mounts and sound deadening insulation.

**F.** Eyebrow dash cover. Adds style and helps keep sun off instrumentation.

**G.** Bow rider ski storage. Self-draining.

**H.** Under-seat storage

23

**T**he R-23 is primarily a family boat; Her 80 gallon fuel capacity makes her well-suited for cruising and comfortable overnight outings.

With ice box under the jump seat and in-dash chill box/wet bar, there was no need to crowd the cabin with a galley. The result is a very comfortable cuddy cabin in an economical amount of space. A fabric covered V-berth sleeps two. There's a hanging locker over which you'll find an AM/FM/cassette stereo. A storage shelf runs all the way around the cabin, above the V-berth. The overall impression is clean, carpeted and

functional—a pleasant space to get in out of the elements or spend the night.

Throughout, the construction techniques and materials have been chosen for quality and endurance.

Ragazza upholstery is crafted with durable vinyl which has been treated to resist mildew and ultra-violet light. Only high-density and high-compression foams are used, which have density and compression twice that of standard materials. The result is cushioning that holds its shape. Those who ride in the jump seats will appreciate another Donzi touch—

both the engine box and lid are fully lined with acoustic foam insulation. The result is (shhh...) quiet.

To reduce vibration and increase strength, the stringers and void areas are foam injected. Unitized construction bonds stringers, floor and deck into one unit. Over the long run, Ragazza construction translates into better resale value.

Like all Donzis, Ragazzas are built to last. A typical Donzi detail: all cleats are recessed and fastened with four bolts instead of the more common two. It just distributes the stress better.

Step back from the R-23 and you get an eyeful of traditional Donzi...low, smooth declines without any hard corners...the now famous molded-in swim platform...a sleek, curved

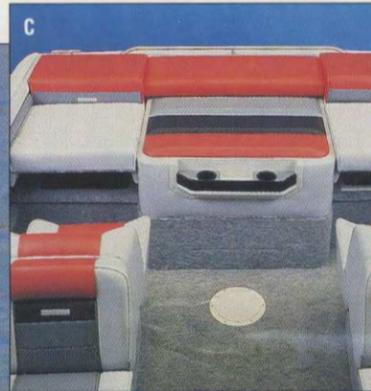
A. VDD™ Standard Line gauges for monitoring rpms, trim, fuel, oil temperature, engine temperature & engine hours.



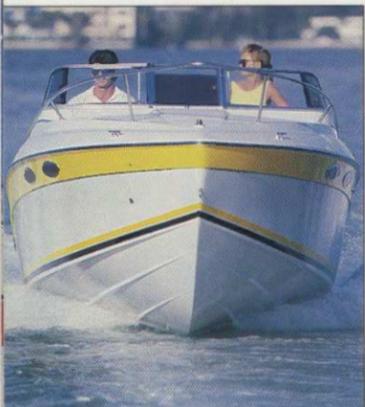
B. Jump seats in normal position. Convertible top stores conveniently behind seats.



C. Jump seats join with engine lid cover to form a large sun-lounge.



D. Step down companionway with hinged brow provides easy access to cabin.

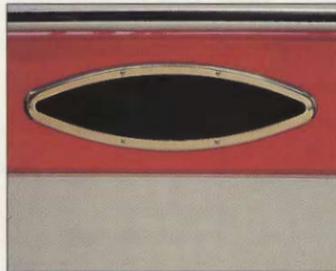


windshield...bold, yet tasteful graphics and upholstery. As beautiful as she is, she is equally manageable. All her low profile features help reduce windage, making her very easy to drive, whether you're docking or running at high or low speed.

What it all adds up to is a mid-sized, family cuddy cabin, built with high quality for enduring value. Sur-

prised? You shouldn't be. Just look at the name on the side of the boat—DONZI!

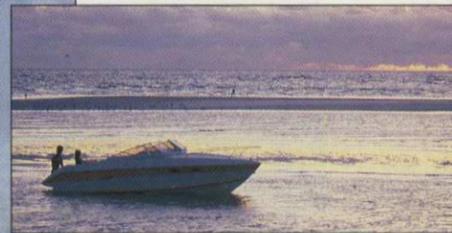
**SPECIFICATIONS:** The R-23 has an overall length of 23'0" and a beam of 8'4". The fuel capacity is 80 gallons. The draft to keel is 14". The draft to outdrive is 29". The approximate weight is 3800 lbs. and the standard engine is 175 horsepower.



E. Fully finished engine compartment.

F. Chill box and a fresh water faucet.

G. Cuddy cabin. 2-person V berth & hanging locker.





**D**onzi gives more bang for the buck than any other speedboat." This oft-quoted Dick Genth phrase happens to be especially true for the R-25. Her drivability is excellent! With standard power, she gets on plane very quickly and is very forgiving in all ranges of trim. One of the reasons is her 8'-6" beam, which also gives her a

much roomier cockpit than the other Ragazzas. The R-25 expanded cuddy is the top-of-the-line Ragazza. In nearly every inch of the boat, there is a feature or detail deserving of notice.

In the bow, a locker lets you store the anchor conveniently where it's used. The latched compartment is self-draining and its hatch is recessed and flush

with the foredeck.

The bowrail is all-welded stainless steel. Its sleek appearance accents the flowing lines of the bow deck that give the R-25 its Donzi look.

The custom tempered glass windshield wraps around

the cockpit. Ventilation is provided by a center-opening panel.

In the full-fiberglass cockpit, the helm seat is a pedestal-mount, rotocast polyethylene bucket seat—adjustable, of course. On the port side is the standard



A. Sleeping for two plus hidden marine head and under berth storage compartments.



B. Galley sink with above and below storage.



Ragazza convertible lounge. At the stern, there are port and starboard jump seats. Starboard, there's a transom access door where a fresh-water shower is located.

The cuddy cabin has the same basics as the R-23: V-berth, marine head and AM/FM stereo cassette. But the R-25 also has a galley with stainless steel sink, 2-cubic foot ice box

and a non-flare, absorption-type alcohol stove. A removable cutting board offers additional counter space. More than ample storage is located under the V-berth cushions, along port and starboard hullside shelves and in port and starboard cabinetry. As on the R-23, at the forward end of the cabin, there's a Bomar™ hatch.

The list of standard features on the R-25 is lengthy: international navigational lighting, custom tempered glass wrap-around windscreen, custom plexi-glass bi-fold cabin entry-way, custom-welded 1" diameter stainless steel bow rail, chill box, gunwale coaming pad storage, cockpit courtesy lights, through-bolted chromed brass or stainless steel deck hardware, bilge pump, bilge blower, triple-tested aluminum fuel tank, convertible

top, and fold-down ladder on the swim platform.

**SPECIFICATIONS:** The R-25 has an overall length of 25'-0" and a beam of 8'-6". The fuel capacity is 73 gallons. The draft to keel is 14". The draft to outdrive is 29". The approximate weight is 4450 lbs. and the standard engine is 260 horsepower.



C. 2-cubic foot ice box.  
Built-in cabin stereo.

D. Convenient walk-through transom for easy access.

E. Form follows function at the ergonomically designed helm.

F. Navigational lights are chrome over brass or stainless steel; standard.

G. In-dash chillbox holds drinks and ice and houses a fresh-water faucet.

Forest Johnson



# Donzi Dudz



## Casual wear with Donzi Flair

**A**t seven o'clock one typical boat show morning, Debbie King filled her display booth with a complete line of Donzi Dudz. By the end of the day she was completely sold out—including the display itself! It isn't every company that suffers from such overwhelming appeal. But then as we all know, Donzi isn't every company. As their advertising promises, "Donzi inspires the desire to possess."

In the beginning, it was T-shirts and hats that outfitted a Donzi crew. But as heads turned at marinas, supplies dwindled at Donzi and the Dudz line was expanded. Sweatshirts and sweatpants. Racing jackets. Something for the kids. More color, more variety and more Donzi flair. The response was startling. To augment their

casual line of fashions, Donzi searched for something special.

Company President Gordon Houser went to Italy and when he returned, Donzi Dudz had a new line and a new designer: Sarro Carioca, internationally noted designer of elegant casual wear. Limited edition fashions began to arrive from across the Atlantic. Shirts, sweaters, and accessories that look, feel and last the way only European fabrics, colors and detailing can.

"We look for wearability," says Kathy Genth, Dudz Creative Director. "We look for a richness; something a cut above basic boat wear. And we look for versatility."

In most cases what's good style for him is great style for her, so Dudz sizes are universal.

Dudz come in a variety of

## The Sweet Smell of Success

Does success have an identifiable scent? The question is not as ridiculous as it might seem.

Recent breakthroughs in olfactory science seem to indicate that the nose knows more than we thought. So what does success smell like? Hard to say. All we know for certain, is that the men who are successful enough to own a Donzi seem to like the scent of Donzi cologne. Unofficial surveys indicate their women do too...



For a free scent strip, complete and return the enclosed card. You may also phone (813) 355-9355, ext. 221 or write Donzi Dudz at the address on the back of this publication.



colors including Classic red, fishing fleet yellow and deep Donzi blue. Color coordination could be one reason the clothes sell out so fast. Of course, Donzi quality and style don't hurt.

Because they are limited editions, when the Italian line runs

out, there will be no more. "So if there's something special you like," warns, Kathy Genth, "you'd better order it now, while you can."

From her travels to the latest fashion trade shows, Barbara Mobley, Dudz General Manager

hints of new styles to come and "some very specialized items that can be continuously ordered from our catalog." And in the future? ... Look for the Donzi name on the label of recognized fashion designers.

Nobody Dudz it like Donzi.

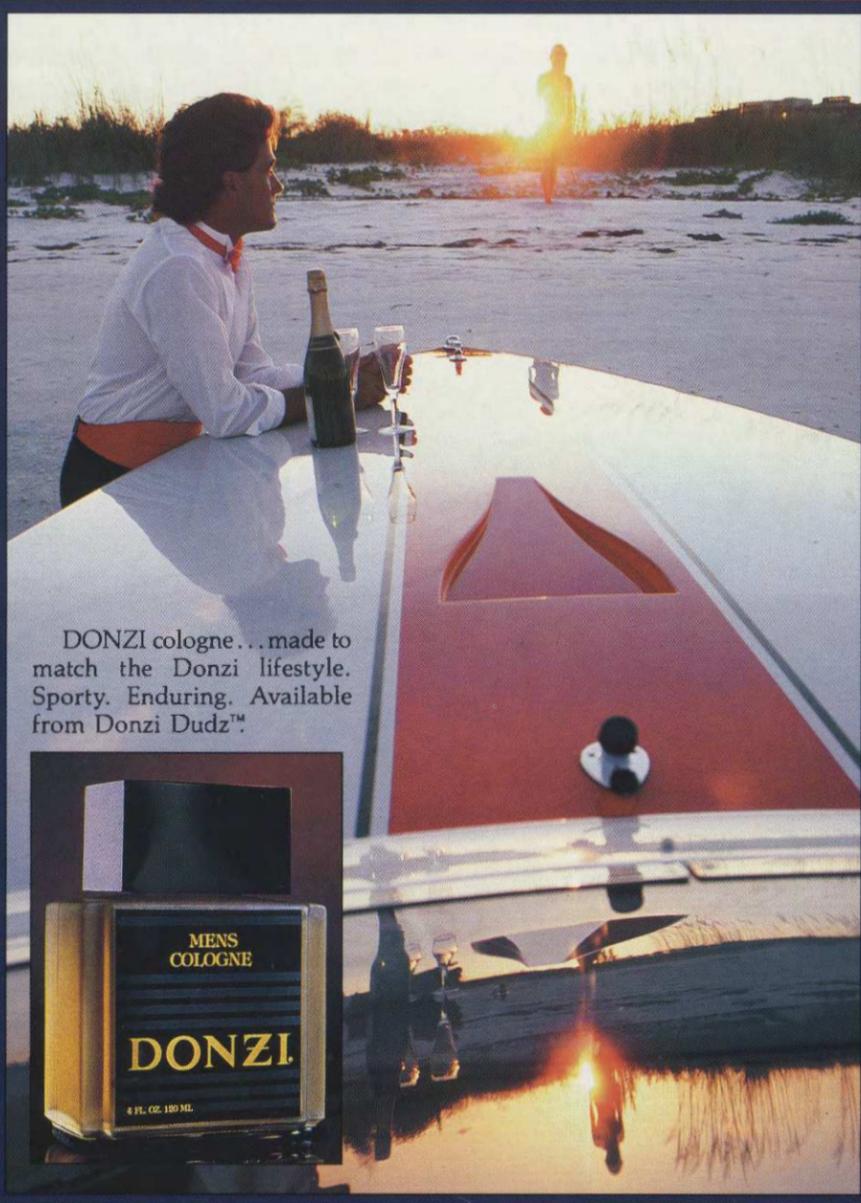
From lightweight T's to full fledged race-wear, Dudz are casual wear with Donzi flair and they're selling like very elegant hotcakes.



◀ The Donzi Cambusa. Limited edition collection by Carioca. This lightweight knit is a 50/50 blend of Italian wool and acrylic in stripes of blue or black and white; green, red or gold and black. Sizes XS through XXL.

▼ Representative Donzi Dudz classics: Golf-style classic shirts, V and crew-neck T shirts, dolman-sleeve great shirts and fleece-lined sweats.

## Donzi Men Need No Introduction



DONZI cologne... made to match the Donzi lifestyle. Sporty. Enduring. Available from Donzi Dudz™



## Speedboating Redefined

# DONZI®

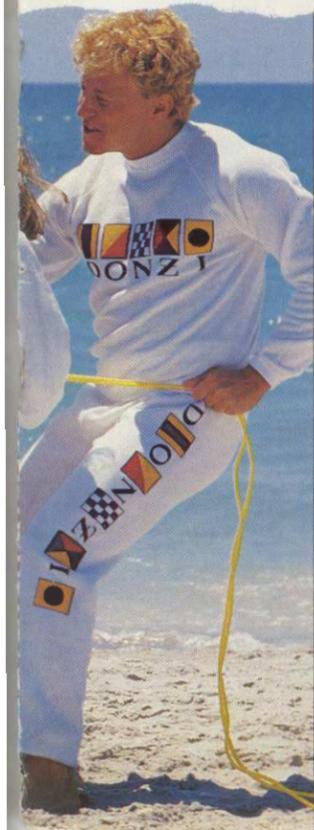
Distinctive. Scintillating. Appealing. He's a Donzi man. The impression he makes endures, like the alluring scent of his cologne. Discover the secret of the Donzi lifestyle. Donzi Marine Corporation, P.O. Box 987, Tallevast, Florida 34270-0987

Telex: 9102407986

813/355-9355

Cable: DAMDONZI

A Manatee County Industry  
Copyright 1987



What has a 24-degree dead-rise, a deep-vee hull and fully independent suspension? The answer is... a new pair being jointly marketed by Donzi and Lincoln-Mercury Division: The Scorpio and the Classic 18 (2+3).

Previously unavailable in this country, the Scorpio is the product of fine German engineering and is the essence of premium automobile...luxurious interior accommodations...sophisticated power system—144 horsepower (SAE)V-6...exterior styling that



is sleek and elegant. What is the European car of the Year doing with the American

Speedboat Classic of more than two decades? Making it easy for uncompromising buyers to get

the quality they expect—by land and by sea.

### This Spring...The 36' Widebody Cruiser

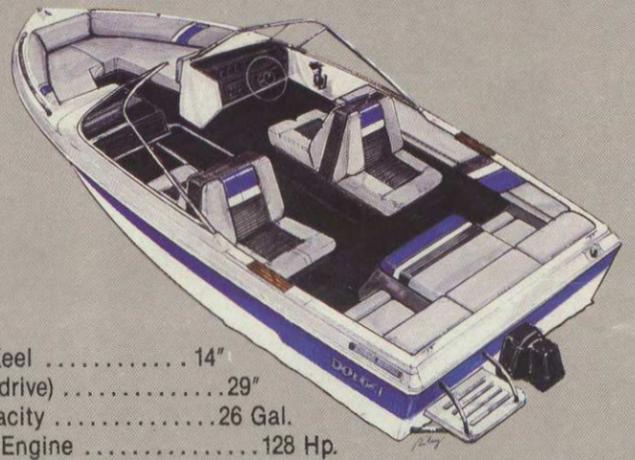
Length Overall	.....36'0"	Fuel Capacity	.....230 Gal.
Beam	.....12'8"	Fresh Water Capacity	.....65 Gal.
Draft to Keel	.....23"	Standard Engine	.....Twin 350 Hp.
Approximate Weight	....14500 lbs.		



### This Fall...The 17' Bowrider

Length Overall	.....17'0"
Beam	.....7'3"

Draft to Keel	.....14"
Draft (outdrive)	.....29"
Fuel Capacity	.....26 Gal.
Standard Engine	.....128 Hp.

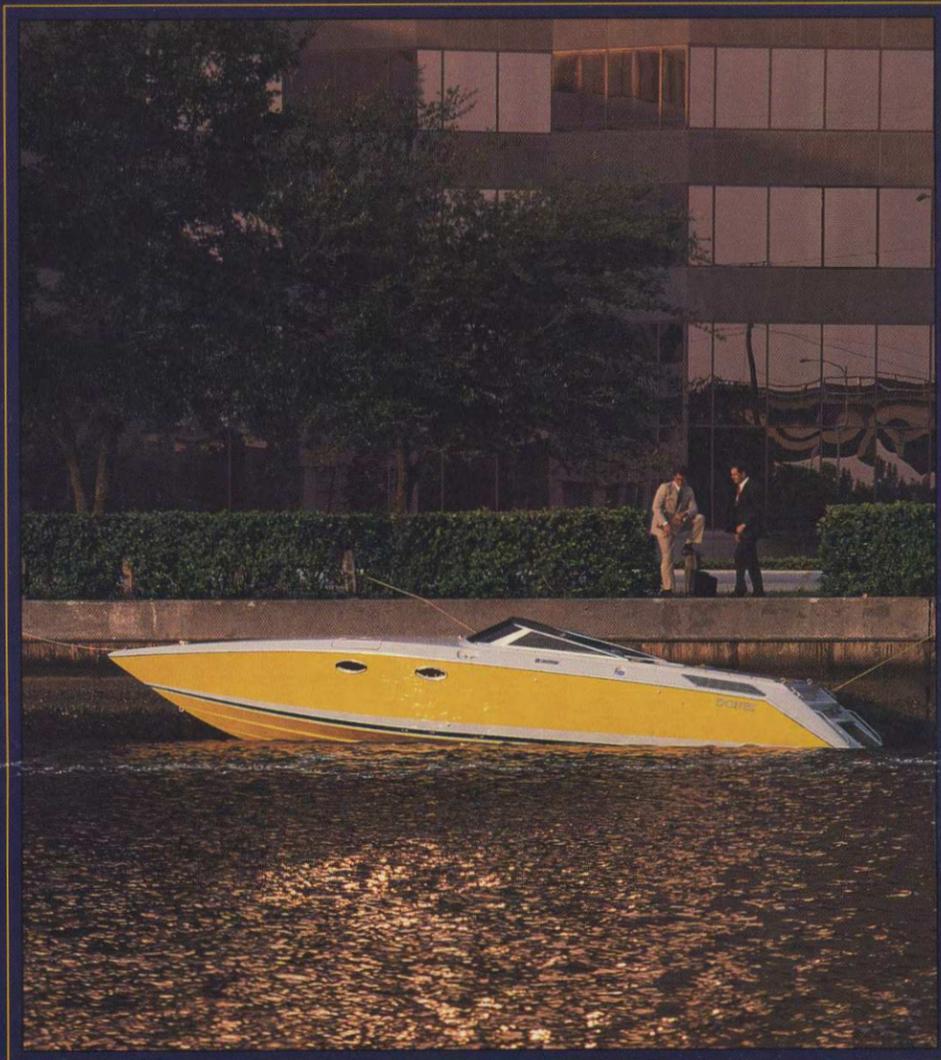


## DONZI MARINE CORPORATION LIMITED WARRANTY — ONE YEAR —

1. Donzi Marine Corporation (herein "Donzi") warrants to the original consumer ("purchaser") only that Donzi or the selling dealer will repair, replace or adjust parts, except for as noted in paragraph 3 herein, found to be defective in factory materials or workmanship made or supplied by Donzi for the periods described below. The purchaser's right to the repair, replacement or adjustment of items warranted hereunder, shall be the purchaser's sole and exclusive remedy against Donzi under this Limited Warranty. **THE WARRANTY HEREIN IS EXPRESSLY CONDITIONED UPON THE COMPLETION AND RETURN TO DONZI OF THE DONZI WARRANTY REGISTRATION CARD BY THE PURCHASER (which can be obtained from the selling dealer or Donzi) WITHIN THIRTY DAYS OF THE DATE OF THE DELIVERY OF THE BOAT.**
2. The warranty shall cover the entire boat, except for the hull and those items noted in paragraph 3, for a period of twelve months, from the date of delivery. The warranty shall cover the hull for a period of 24 MONTHS, from the date of delivery. "Hull" is defined as the fiberglass casting from a single mold which displaces water and which forms the foundation for all other structures and components composing the boat. The items noted in paragraph 3 are not warranted by Donzi.  
  
On warranty repairs, there will be charge to the purchaser. **DONZI SHALL NOT BE RESPONSIBLE FOR ANY EXPENSE OF OR RELATED TO THE TRANSPORTATION OF THE ITEMS WARRANTED HEREUNDER TO AN AUTHORIZED DONZI DEALER AT ITS PLACE OF BUSINESS OR DONZI'S FACTORY OR PAYMENT FOR LOSS OF USE OF DONZI BOATS DURING WARRANTY REPAIR.**
3. Donzi makes no warranty as to engines, equipment and other items not manufactured by it. Such items are listed with particularity in Schedule "A" attached hereto. Purchaser shall rely exclusively on the warranty, if any, of such other manufacturer. In addition, colors, platings and finishes of boating materials may alter upon exposure to the elements. Donzi cannot guarantee color or finish stability or color fastness, and the foregoing warranty shall not apply to gel coats, or to chrome plated, anodized or aluminum finishes, or to color characteristics of any materials. Donzi makes no warranty as to rated speeds of any boats.  
  
**AS TO THE ITEMS LISTED IN SCHEDULE "A", THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE ARE DISCLAIMED.**
4. In order to obtain the benefits of the warranty, the purchaser must give Donzi prompt, written notice upon the discovery of any defect. Notice shall be sent to Donzi Marine Corporation - Warranty Administration, 8161 Bradenton Road, Post Office Box 987, Tallevast, Florida, 34270. In any event, the written notice must be received by Donzi within the applicable warranty period. Purchaser will return the boat, freight prepaid, to the SELLING dealer or, if Donzi requests, to Donzi's factory of origin at 8161 Bradenton Road, Tallevast, Florida, 34270, for inspection and repair or replacement pursuant to this warranty.
5. Donzi will have no responsibility under this warranty with respect to any boat which has been used for purposes other than normal non-commercial use and operation, or which has been (i) subject to misuse or negligent operation or maintenance, (ii) involved in any accident or (iii) repaired or altered by the purchaser, or his agents or employees, without first providing notice to Donzi as provided above in paragraph 4, and further, without obtaining written authorization and approval from Donzi, as to persons or facilities undertaking the repair or alteration if a defect or damage to the warranted item results from such misuse, neglect, accident or unauthorized repair or alteration. This warranty will not apply in any way to a boat used in racing.
6. No agent, employee or representative of Donzi has any authority to bind Donzi at any time to any affirmation, representation or warranty concerning its boats, except as herein stated, and no modification or waiver of any provision hereof, by course of conduct or otherwise, shall be valid or effective unless confirmed in writing by an officer on Donzi.
7. Any action for breach of any warranty by Donzi must be commenced within one year after a cause of action has accrued.
8. **THIS WARRANTY IS EXPRESSLY IN LIEU OF ANY EXPRESS WARRANTY AND ALL OTHER OBLIGATIONS OR LIABILITIES OF DONZI. NO BROCHURE, PAMPHLET OR OTHER WRITTEN OR PICTORIAL PRESENTATION (EXCEPT THOSE SET FORTH SEPARATELY IN THIS PAMPHLET) CONSTITUTE A WARRANTY OR REPRESENTATION AS TO ANY ASPECT OF DONZI'S BOATS.**
9. This warranty gives you, the original consumer purchaser, specific legal rights and you may also have other rights which may vary from state to state. The enforceability of this warranty is limited solely to the original consumer purchaser of the boat covered by this warranty, and is not extended to, or enforceable by any other person. Donzi Marine Corporation does not authorize any person to create for it any other obligation or liability in connection with the boat covered by this warranty. **TO THE EXTENT ALLOWED BY LAW, ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE APPLICABLE TO THIS BOAT IS LIMITED IN DURATION TO THE DURATION OF THESE WRITTEN WARRANTIES. NEITHER DONZI MARINE CORPORATION NOR THE SELLING DEALER SHALL BE LIABLE FOR SPECIAL OR CONSEQUENTIAL DAMAGES, INCLUDING WITHOUT LIMITATION, DAMAGES FOR THE COST OF REPLACEMENT GOODS, LOSS OF TIME, COMMERCIAL LOSS, LOSS OF PROFITS, OR CLAIMS OF THIRD PARTIES. IN NO EVENT SHALL THE LIABILITY OF DONZI OR THE SELLING DEALER EXCEED THE PURCHASE PRICE OF THE SPECIFIC ITEM OR ITEMS TO WHICH THE WARRANTY RELATES.** Some states do not allow limitations on how long an implied warranty will last or the exclusion or limitation of incidental or consequential damages, so the above limitations or exclusions may not apply to you.  
  
**IMPORTANT. THE DONZI ONE YEAR LIMITED WARRANTY (HEREIN LIMITED WARRANTY) EXTENDED BY DONZI MARINE CORPORATION (HEREIN DONZI) ON THE BOAT AS PROVIDED FOR IN THE LIMITED WARRANTY, IS EXPRESSLY CONDITIONED UPON THE COMPLETION AND RETURN TO DONZI, POST OFFICE BOX 987, TALLEVAST, FLORIDA 34270-0987, OF THIS WARRANTY REGISTRATION CARD WITHIN THIRTY (30) DAYS OF THE DATE OF THE DELIVERY OF THE BOAT TO PURCHASER.**

The foregoing is a specimen of the DONZI ONE (1) YEAR LIMITED WARRANTY in effect at the date of printing here of. The terms of such warranty are subject to change, and the warranty with respect to any Donzi boat purchased from an authorized Donzi dealer is as set forth in the warranty issued at time of purchase.

# The Fortunate 500



Speedboating Redefined

**DONZI**

In 1988, the Fortunate 500 will be those who set out to acquire a new Donzi Classic or Z and succeed. The unfortunate will be those who wait too long. To maintain the superiority of Donzi craftsmanship and value, production of Classics and Z's will be limited to 500 boats.

"Fortune" is not an accident of fate; it is an act of will.

Donzi Marine Corporation, P.O. Box 987, Tallevast, Florida 34270-0987

813/355-9355

Cable: DAMDONZI

Telex: 9102407986

A Manatee County Industry

Copyright 1987

**IMPORTANT CONSUMER INFORMATION** - Photos herein were taken under supervised conditions with professional drivers. Operate your boat with proper experience and take appropriate safety precautions.

This brochure does not constitute a warranty or a guarantee in any way. All specifications and colors are subject to change without notice. All Donzi® boats conform to U.S. Coast Guard safety standards.



**DONZI**

ADDRESS ALL CORRESPONDENCE TO:  
DONZI MARINE CORPORATION  
P.O. BOX 987  
TALLEVAST, FLORIDA 34270-0987

A Manatee County Industry

Your Local Donzi Dealer

Copyright 1987