

# DONZI

DONZI MARINE CORPORATION

1989 CATALOG · FIVE DOLLARS



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P O R T F O L I O

# D o n z i J a z z !



Speedboating Redefined

**DONZI®**

Rhythms that race. Excitement that echoes. Designs that dazzle. Donzi is music to the soul.  
Delivering pure polished performance, Donzi is in harmony with your lifestyle.  
Donzi Marine Corporation, P.O. Box 987, Tallevast, Florida 34270-0987.  
813/355-9355

"Fortune Magazine" lists Donzi in  
top 100 products Made in U.S.A.

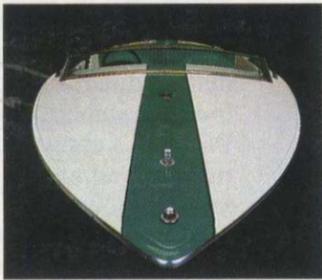
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This brochure does not constitute a warranty or a guarantee in any way. All specifications and colors are subject to change without notice.  
All Donzi® boats conform to U.S. Coast Guard safety standards.

# DONZI®

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**COVER:**  
Classic Donzi 18 (2+3) in Tropical Teal: Donzi's new color catches the Bahama hues of a deep blue-green.



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Classic & casual flair in sizes small, medium and large.

Introducing...

**DONZI**  
**BLACKWIDOW**



The newest addition to Donzi's high-performance line is one of the most exciting yet!

**Also...** Preview Donzi's high-performance wide beam cruiser - hot off the drawing board!

See the inside back cover for details on both.

# FULL THROTT

## SETTING A STEADY COURSE FOR THE FUTURE

**W**hen Dick Genth bought Donzi Marine Corporation it was big news to the newspapers in the Bradenton/Sarasota area. A few of the major boating trades missed out on the story... and that was the last Donzi action the industry overlooked.

Since 1985, Genth and company president, Gordon Houser have attacked the market with a zeal, fervor and creativity that has captured the imagination of the boating industry and the nation's business community. The pitch has been nothing short of the roar Donzi's first speedboats made as they blasted their way into

boating history.

From a quiet company that built just one boat a week, Donzi has grown under Genth's control to be one of the most recognized, most respected boat manufacturers in the nation.

Don Aronow, who founded Donzi in the 1960s, was king of the original deep-vee powerboats, and was well known for demanding the most from his hulls. His small boats offered more performance than anything the competition could muster and his designs became the basis of an entire industry.

The hulls that could withstand

Aronow's brand of offshore punishment survived to become the Donzi Classics. In the twenty-five years that followed their first appearance, the deep-vee profile dominated speedboating.

There is no one better suited to carry on and expand on the Donzi heritage than Dick Genth, another boating legend and a friend of Aronow's. Genth's reputation is two-fold; as a champion

offshore powerboat racer and builder of boating industry giants. He took Thunderbird to a 7.5 million dollar sale to Fuqua Industries, more than quadrupled Wellcraft's annual sales, only to turn around and do exactly the same for Chris-Craft.

With all these accomplishments, Genth could well have rested on his laurels and retired. Instead, he chose to take over the company

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



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

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



# TLE AHEAD

started by his old racing friend.

"I guess you could say I'm getting even," explains Genth who was forced to race against those "damned Donzis" in the sixties and lost.

What sweet revenge.

Within weeks of purchasing Donzi from owner John Chisholm, Genth was assembling a new team and working on the designs behind today's Z-boats.

With Genth driving the company, designers were given the freedom to use their vision and intuition to build a better boat. And they did. First the Z's, then the fishing fleet and most recently the Ragazzas.

Genth and Houser have taken great pains to reward the production work force, setting up a bonus plan that rewards quality craftsmanship. "Our people are the big reason we're as successful as we are today," Genth says. "Our quality is better here than at any other company I've ever been associated with."

Another important strategy for the Donzi team involves marketing. They believe in doing it with flair, and have a long history of running ad campaigns that out-

shine the competition. Donzi advertising is unconventional. It is also highly successful, not only for Donzi boats, but also for Donzi Dudz™ clothing.

One of the first Donzi ads didn't feature a boat at all. Instead, it showed Genth's daughter Kathy standing in the water off a secluded beach. "Where's my Donzi," the ad beckoned. When the refrain was picked up by elite consumers, the growth spurt was on. As Donzi grew, the company intensified its ad campaigns ("Speed-boating Redefined," Inspire Your Desire To Possess," "The Fortunate 500") and expanded its operations.

The Tallevast, Florida headquarters and production facility near Bradenton opened in 1987 with an on-site test lake. Already, the company plans more expansion, to handle the ever-increasing demand for their boats.

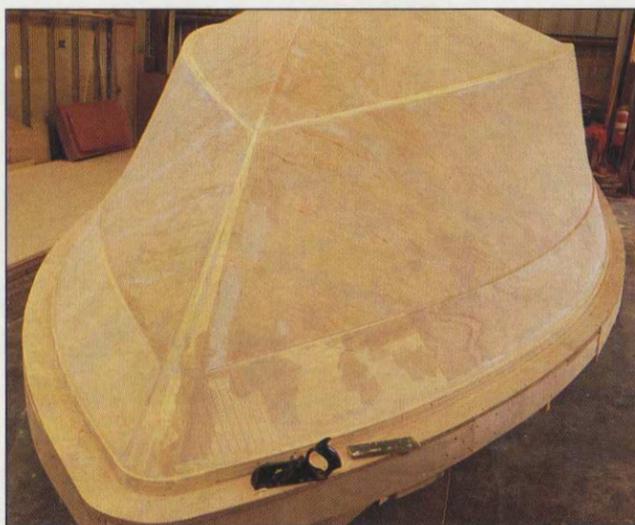
"You know, the one thing about working with Dick is you spend all your time stretching toward a certain plateau and by the time you reach it, he's already climbing to the next one," says Houser.

Genth's climbing skills... to say nothing of his vision... are

hard to dispute, given that all the Donzis built since he took over have been critically acclaimed, both in the boating press and beyond. Case in point: A recent hardback titled *The Best*, a book dedicated to things that are the best, highlighted the Donzi Z-33 as one of the best performance boats in the world.

In the manner of all super-achievers, Genth and Houser tend to shrug off praise. More important to them is the next plateau.

"People are always asking me what's next for Donzi," says Houser. "I'm not sure there's a fair way to answer that. But whatever it is, you can be sure we'll pursue it at full throttle."

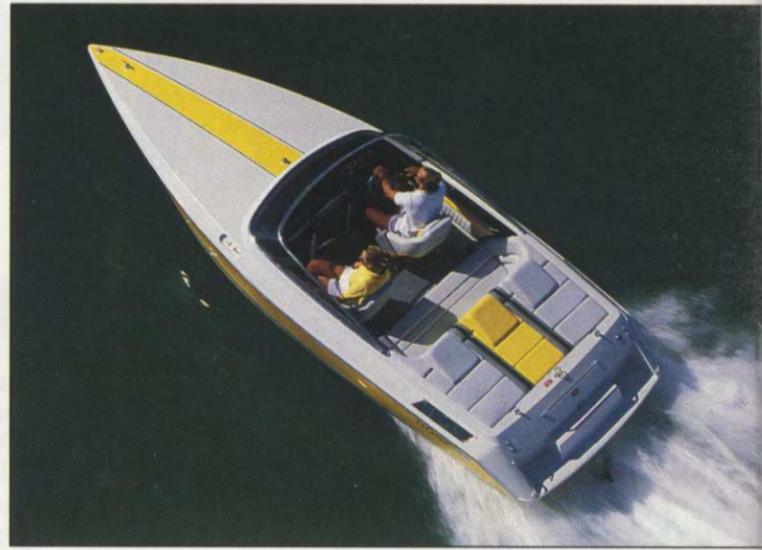


◀Product development is a key to Donzi's success; new plugs are carefully shaped by Donzi's own craftsmen.



◀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.

# P. Picture Perfect.



*A* thousand words... so the old saying dictates, has long been the going rate for a picture... Unless, of course, the picture in question is of Donzi, in which case the rate jumps astronomically. A single thousand, two-thousand or ten-thousand words can't begin to show the care, quality and craftsmanship that Donzi associates build into each and every boat. See for yourself... in our picture perfect pictorial.



A. Among the many Z-33 features is an optional 4-cubic foot refrigerator (12V/110V), custom upholstery and coordinated drapes.

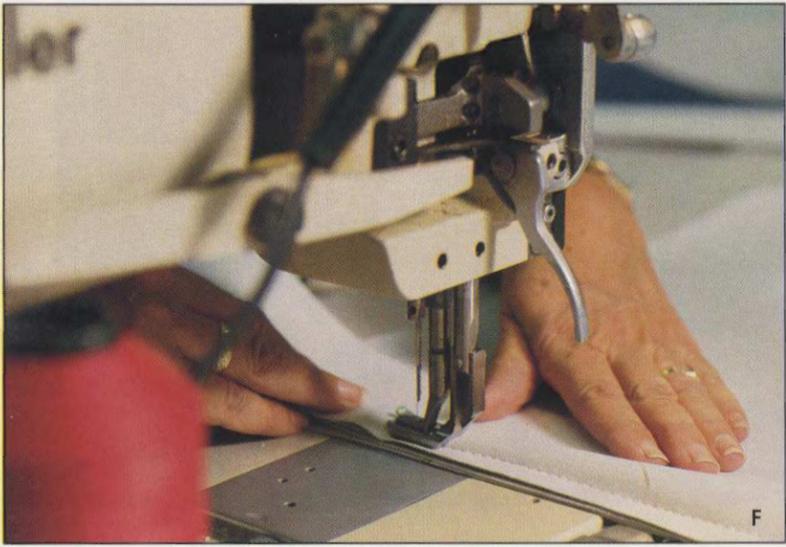
B. Stainless steel hydraulic lines are pressure, chafe and corrosion resistant.

C. Donzi hardware: Every element contributes to the overall design.

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

E. From start to finish, Donzi's are buffed, checked and rebuffed creating the finish Donzi's are famous for.





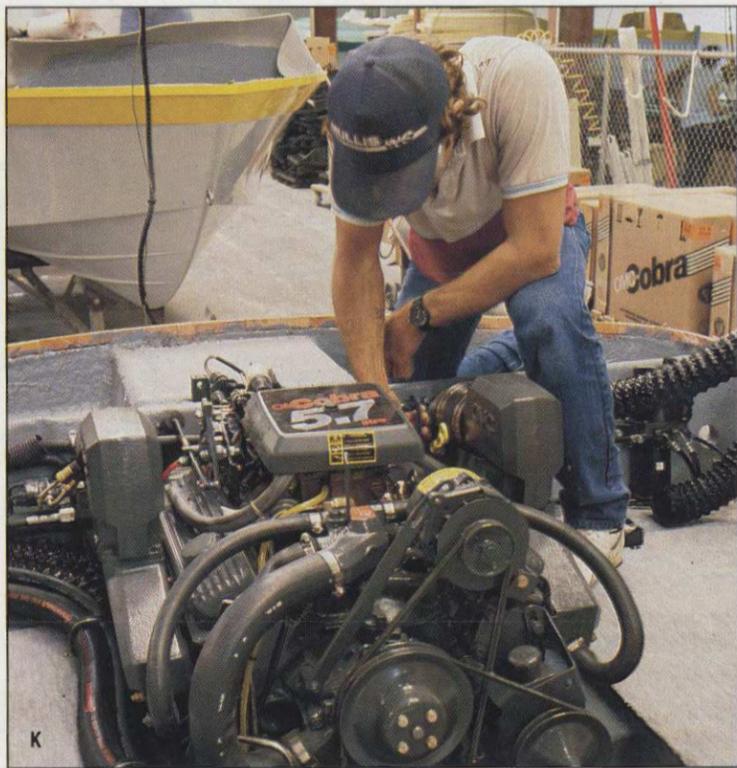
F



J



G



K



H



I



L

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

G. High-quality gelcoat is conscientiously applied.

H. Standard bimini top with optional windshield connector, side curtains and drop curtain for the El Pescador 250.

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

J. The Crossbow helm has the look and feel of a performance machine.

K. Donzi's lengthy engine installation: Extra time taken for harness installation and engine accessory mounting.

L. Stainless steel staples resist corrosion.

# THE TIMELESS CLASSICS

The sexy angle of a race-bred deep-vee hull. Streamlined design: sleek and elegant. The near-flawless finish. Simple styling. Drama. Power. Performance. The characteristics that captivated the jet set of the sixties still set the Donzi Classics apart today.

There is a certain something about the Donzi Classics that is untouchable...perhaps, even indefinable. The Donzi Classics are, as they have always been, the quintessential speedboat that cuts the deep blue waters of our dreams...

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## The 18 (2+3)

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### Definitive Donzi

"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," said Don Aronow when he was building and racing boats. One ride in the 18 (2+3) and you know what he meant; the water is one place where the winner takes all.

At about 2600 pounds, powered by an OMC® 350 King Cobra™ Donzi's original Classic flies. She tracks like she's on rails, responding quickly to the helm. In flat calm, light chop or rough water this is one boat that delivers on demand.

The 18 (2+3) is so nearly perfect that in twenty five years, its basic design hasn't changed. Even the handrails, the hatch hinges and the air vents are all the same. The upholstery has been updated, but it's still crafted by the same people who made it in the sixties. Every effort has been made to maintain Classic quality.

Originally built at the rate of only one a week, today's Classics aren't produced much faster. The goal is uncompromising craftsmanship and as Donzi Production Manager, Jim Kroboth explains "That takes time." He should know; he's been building Donzi Classics for more than a decade. "Classics have always been the best we could make them."

Consider the seating: It's top-stitched by hand and made from only the highest grade vinyl. Look closely at the graphics...they're gelcoated in, not taped on. All hardware is 316 stainless steel or chrome-over-brass. From the details you see, to the details you don't, the objective is quality that endures... just one more reason these boats

remain classic.

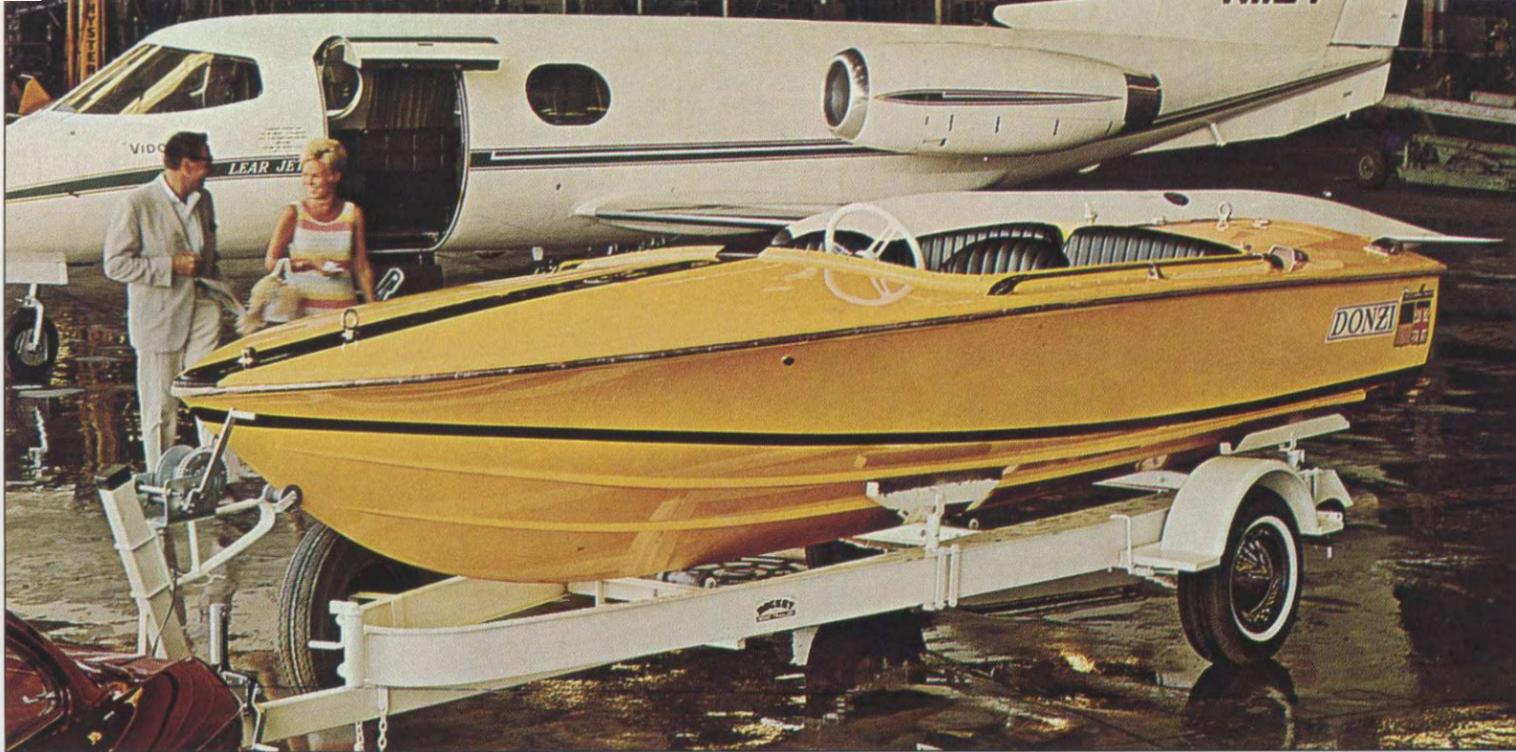
Classic quality does have one drawback; since Classics have changed so little, there hasn't been much reason to get a new one. Until now. This year the 18 (2+3) features an all-new instrumentation panel designed to knock your top-siders off.

Attractive and functional, the new instrumentation panel angles the gauges to give a dead-on view and the truest reading. A new clustering arrangement makes them even easier to see. The overall result is more than functional; it is *style*.

There is something about her that lingers in the mind. Something in the

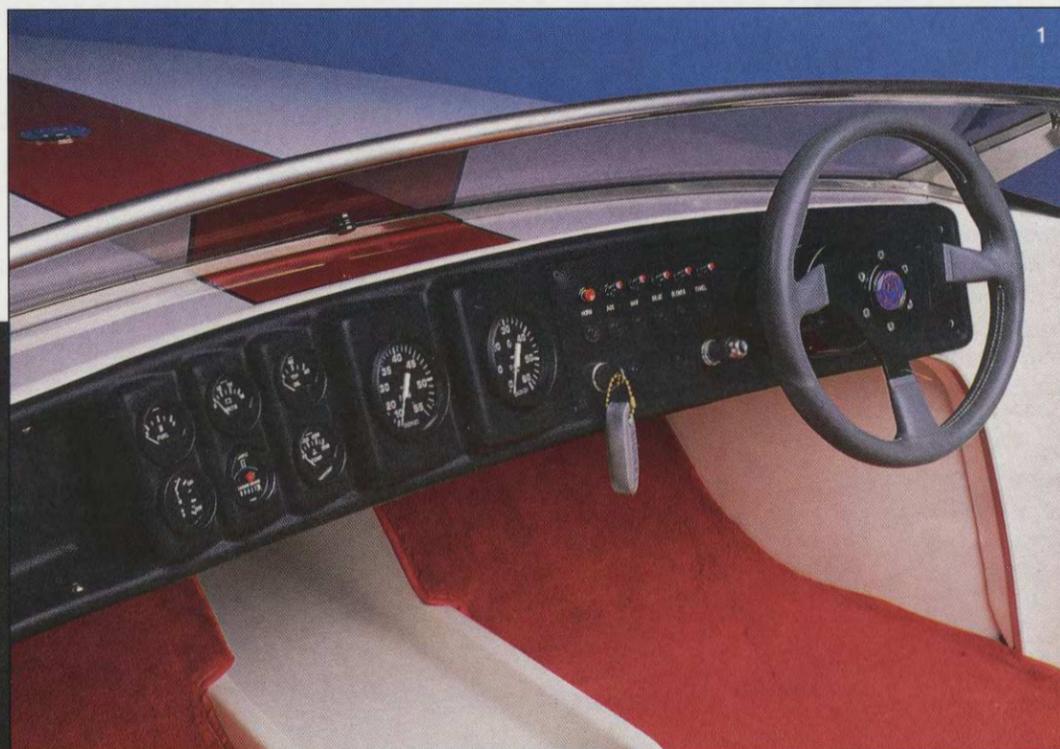
flow of the form and the detail of design. There is a sensation you get when you see her or drive her. The 18 (2+3) is hauntingly familiar. And she should be. She is the original that has since defined the legacy of the Donzi line. Definitively Donzi: the 18 (2+3). Still Classic, after all these years...





1967: Lear & Donzi. Sleek, streamlined superiority. Classic: Then & now. Some things even time cannot improve upon.

**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 the 350 OMC King Cobra<sup>®</sup>, 270 hp. V-8.



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

2. Classic power: Standard 350 OMC King Cobra<sup>®</sup>, 270 hp. Installed with Donzi's through-bolted engine mounting system.



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# The 22 (2+3)

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## Classic Appeal at the Top of the Line

Donzi's largest Classic first came on the scene about ten years after the original 18 (2+3). Her purpose? More power and the smoother cutting action of a longer hull. With her low-to-the-water feel and her race-boat looks, almost overnight the 22 (2+3) joined the ranks of the elite.

Her acceleration is exceptional, without too much bow lift, giving good vision at all times. To achieve maximum power, the engine has through-hull exhaust. Engine mounts and trim tabs are through-bolted and there's even a race-style engine safety shut-off switch. There's no mistaking the racing heritage of this boat. Even at rest the 22 (2+3) looks like she's ready for flight.

At the helm you'll find Momo™ the sensual leather-on-leather wheel famous for transmitting the proper "feel" of a performance machine. Momo isn't exclusive to Donzi; you'll also find it on Porsche, Ferrari and any place else where demanding drivers insist on performance control. New this year—a contoured dash repositions the instrumentation to give the truest dead-on reading.

"We don't make changes lightly," says Donzi V.P. of Styling & Design, Dave Riley. "A change has to offer real improvement and stylistically it has to be absolutely in keeping with the original Classic look." That usually means custom design and production, but the result is well worth it. Nothing as temporary as "modern," just sleek, streamlined superiority. Dare we say... *Classic*?

Like her little sister the 18 (2+3), the 22 (2+3) is loaded with premium details you don't notice at first. There's the fully finished inner liner. A snap-in carpet for easy maintenance. An electrical system outfitted with circuit breakers instead of fuses and color coded wiring with terminal blocks. Of course, the fuel system is fully grounded and comes with a chrome-over-brass filler and vent. Anything less just wouldn't be Classic.

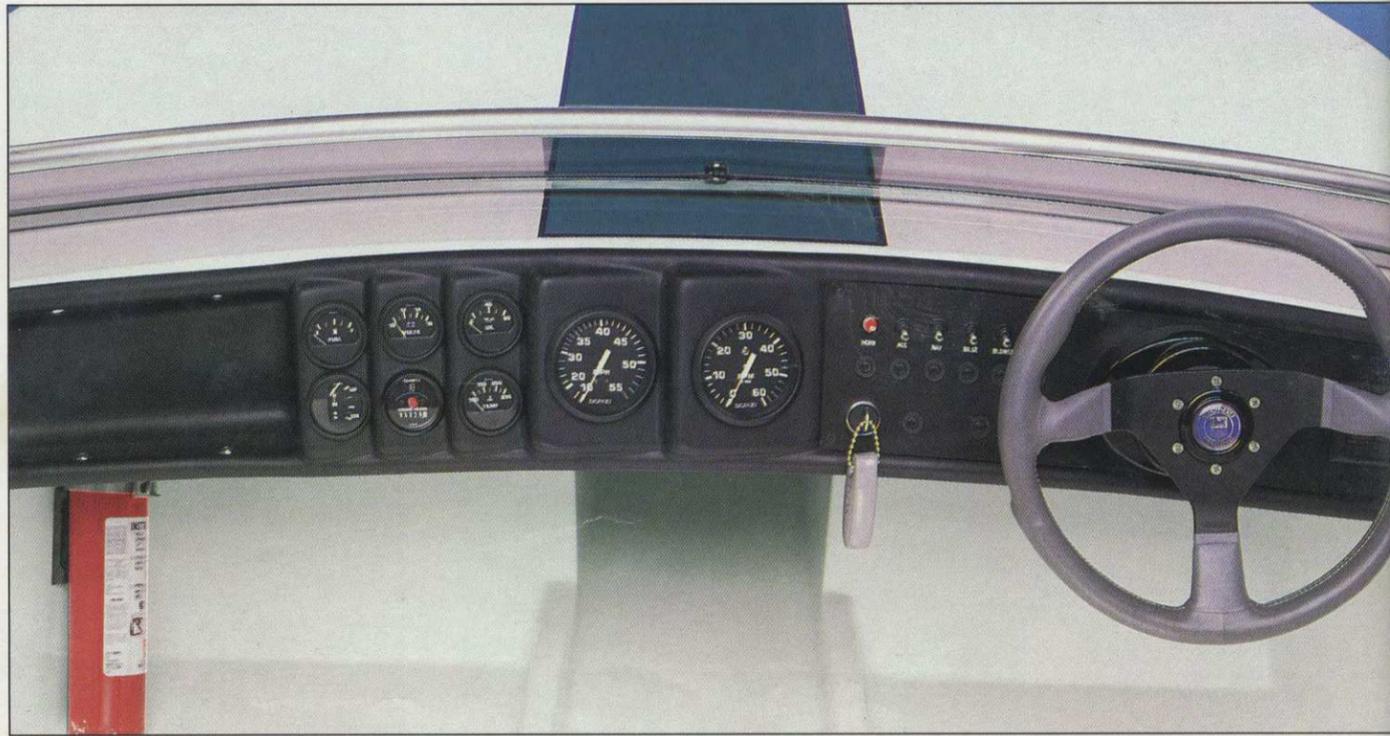
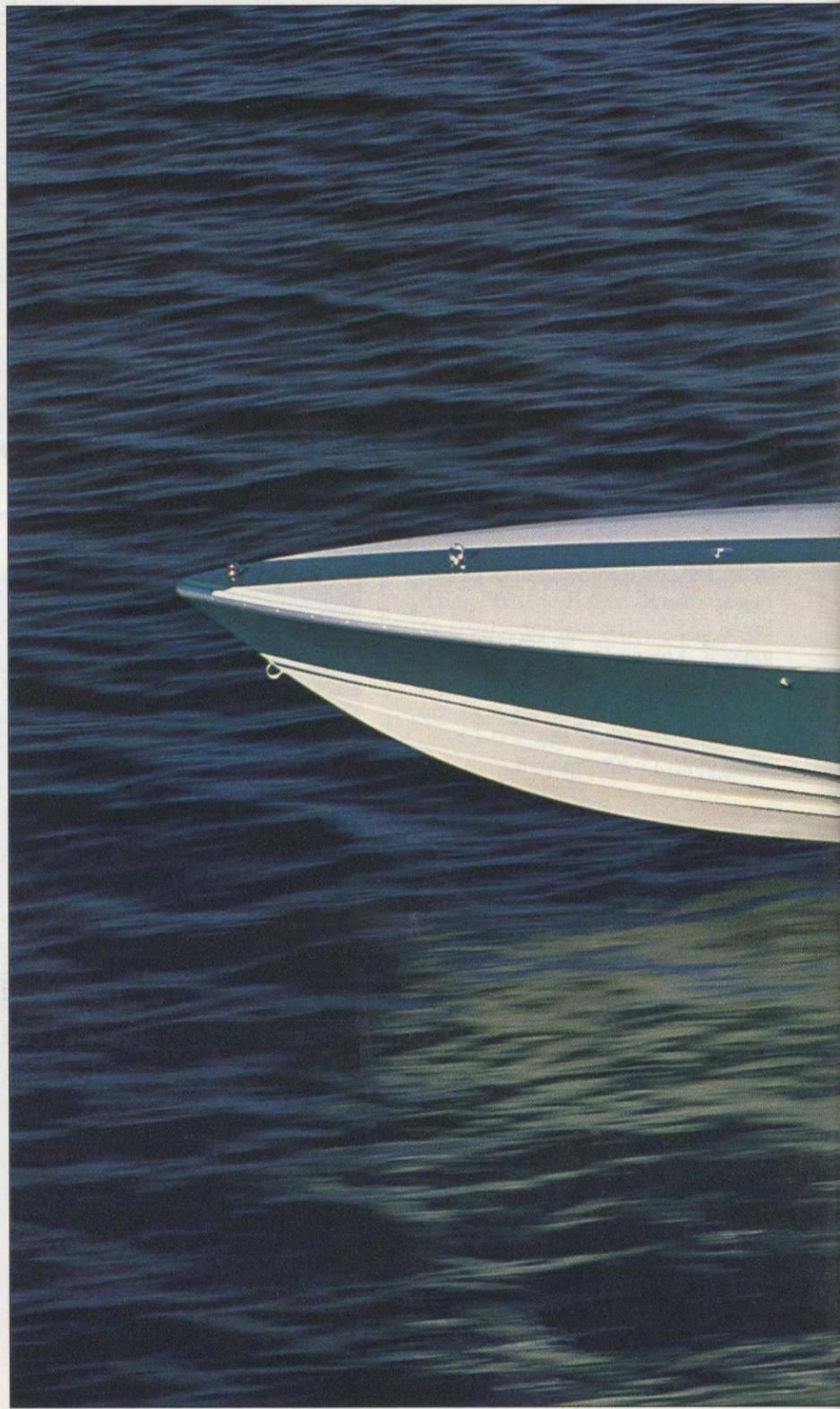
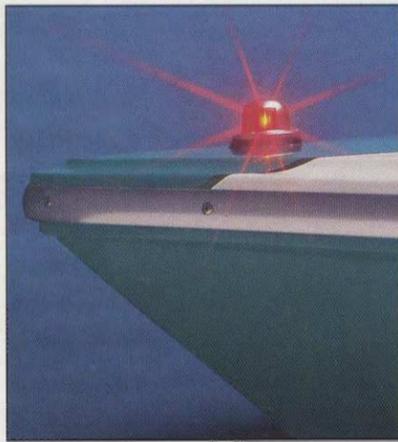
Both the 18 (2+3) and 22 (2+3) are outfitted with Aeroquip™ fuel lines. Why Aeroquip? They are the standard for offshore racing because they're designed to handle fuel under high pressure and high temperature conditions. Of course it costs more, but the Classics weren't created for the budget buyer. From the beginning, they have represented the very best that speedboating has to offer.

Just look at the rub rail. You'll find every single phillips head screw turned to exactly the same position! The attention to detail is startling. "That's what the Classics are all about," says company President, Gordon Houser, "...classic styling and classic quality."

To protect the Donzi 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 at the factory, again after transit and once again after installation. You don't leave things to chance when the reputation at stake is Classic.

For value & desirability it's difficult to top these beauties and considering their appeal... it may be even harder to get them!

**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 the 460 OMC King Cobra, 340 hp. V-8.





1. The redesigned Classic dash: Attractive and functional, repositioned instrumentation give drivers the truest instrument readings.

2. Typical Classic style: Down-angled exhaust, custom stainless steel hardware, flush-mounted hatch.

3. Classic Craftsmanship: Highest quality vinyls, top-stitched by hand and made to snap-out for easy maintenance.

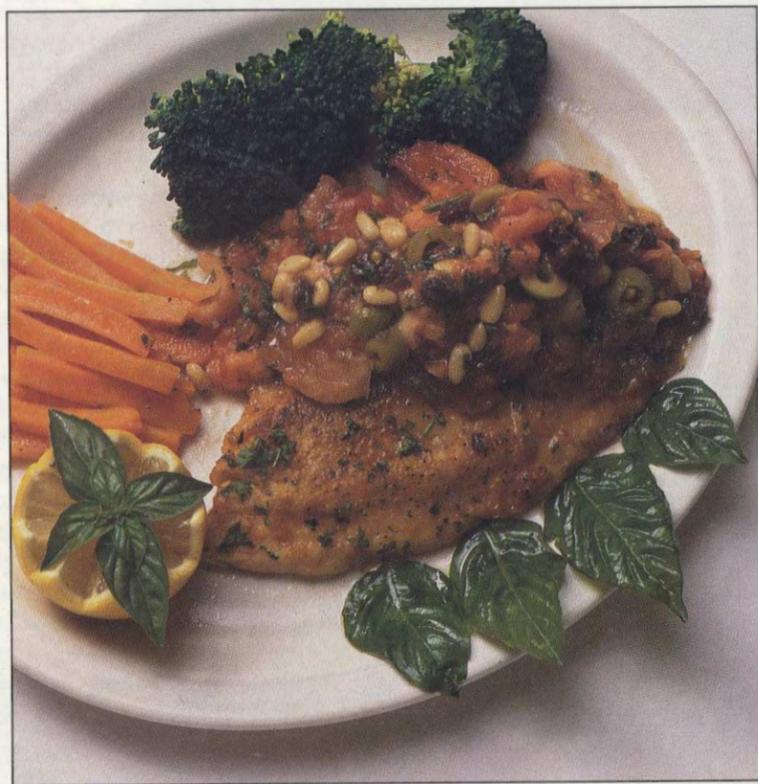


## Menu

Bibb Lettuce Salad  
with Cherry Tomatoes  
Wahoo Steaks Marinara  
White Zinfandel  
Buttered Carrots Veronique  
Parsley Rice  
Soft Bread Sticks with Sweet Butter  
Ice Cream Bon Bons  
Coffee Galfiano

Dish prepared by  
and photographed  
at Casadio's Italian  
Restaurant, Bradenton,  
Florida.

About  
the Author:  
Janet Groene's  
*Cooking on the Go*,  
published by Hearst Marine  
Books in a new, paperback edition  
with chapters on provisioning, can  
be ordered through any book store.



# Wahoo Steak Marinara

Make the sauce ahead of time, at home if you like,  
to have on hand when you land a big wahoo,  
shark, dolphin or tuna. It will keep 2-3  
days in the refrigerator.

## Sauce for Each 6 Servings:

- 1/3 c. pignoli (pine nuts)
- 2 T. virgin olive oil
- Large Spanish onion, thinly sliced
- 3 cloves garlic, mashed
- 16-oz. can peeled, crushed tomatoes
- 6 large, stuffed olives, sliced
- 1/4 c. raisins
- 2 t. capers
- Salt, pepper, Tabasco to taste

Toast pine nuts briefly in hot, dry skillet. Set aside. Sauté onion and garlic in the skillet in hot oil just until crisp-tender. Add remaining ingredients, bring to a simmer, and cook 3 minutes, stirring from time to time. Use at once, or refrigerate for up to 3 days.

## To Prepare the Finished Dish:

Arrange meaty fish steaks in a single layer in a buttered casserole, and dust lightly with salt and pepper. Place a half cup of sauce atop each.

Cover with foil and bake at 450 degrees 10-15 minutes or until the fish tests done. Time will depend on thickness of the steaks.

To microwave, cover with plastic wrap vented at one corner so steam can escape. Cook at 100% power, turning every 3 minutes, checking for doneness after 6 minutes, until fish tests done.



© Donzi Marine

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# THE Z SERIES

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## Maximum Donzis

Ask a world class, internationally famous race driver about the Z-series Donzis and, if you know boats, you won't be surprised by the answer.

"They are far and away the best quality! In construction, in design - the details, the lines... these boats are really Class One," says Betty Cook, two-time World Offshore Racing Champion and three-time National Champ.

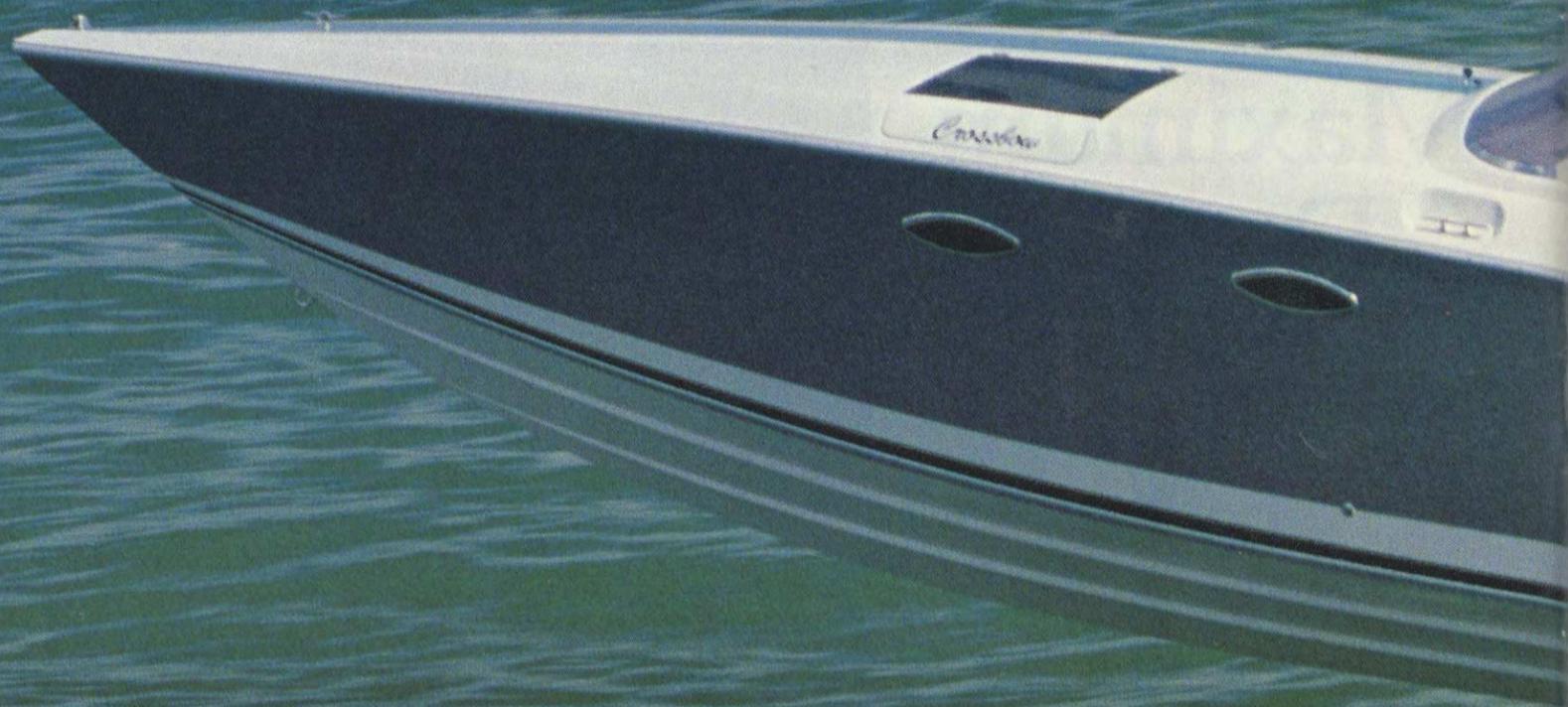
Hers is no isolated opinion. Since their debut three years ago, Donzi Z's have won acclaim from every corner, not only from those who have experienced the thrill, but even those who only dream of it. Donzi's continuous design engineering program has added a little fine tuning and a few subtle design changes that make this year's Z's truly *maximum* Donzis.

Maximum? The most in style, luxury, design and performance. And now, maximum opportunity for ownership. While most manufacturers of high-speed, high-style boats are increasing prices across-the-board, Donzi has held the line... indeed even lowered prices in many instances. By incorporating space age materials, paying close attention to production techniques, and allowing for more personalization of appointments, Donzi has brought the exclusive Z boats within the reach of a few more admirers. Though still beyond the budget buyer, the Z's are now an even better value for the discriminating individual.

From the Z-22 to the Z-33, these are maximum speedboats in every dimension.



*The Z-33...Flight-years ahead of the rest.*





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# Z-22

## Fast Class Excitement

Take a first-class boat... Throttle up *fast* and you'll feel the fast class excitement of the Donzi Z-22.

"The Donzi racing heritage has people expecting a lot from our boats," says Donzi driver, John Robertson. "And we don't disappoint them." Certainly not in the Z-22.

Not your everyday 22-footer, she offers a ride of exceptional power and response, executed with typical Z panache. In the Z-22, Donzi combines exciting Z performance and style with a comfortable cuddy cabin. A roomy V-berth offers sleeping accommodations for two. A forepeak mirror reflects a tasteful interior that is finished with an exciting new Donzi fabric. You'll find only premium materials that have been specially treated to endure marine wear.

The cockpit of the Z-22 benefits from an unusually wide 8'5" beam. For seating, a large wraparound rear bench and two adjustable bucket helm seats offer both intimacy and independence. A quick glance around the cockpit tells the quality story: Donzi's custom gauges, steering wheel and controls. Upholstered coaming pads.

In the marine industry, Donzi is the textbook example of value retention and the Z-22 makes it easy to see why. There is nothing faddish in her design; there is nothing forgotten in her detailing. Every component, from conception to completion has been painstakingly selected and installed.

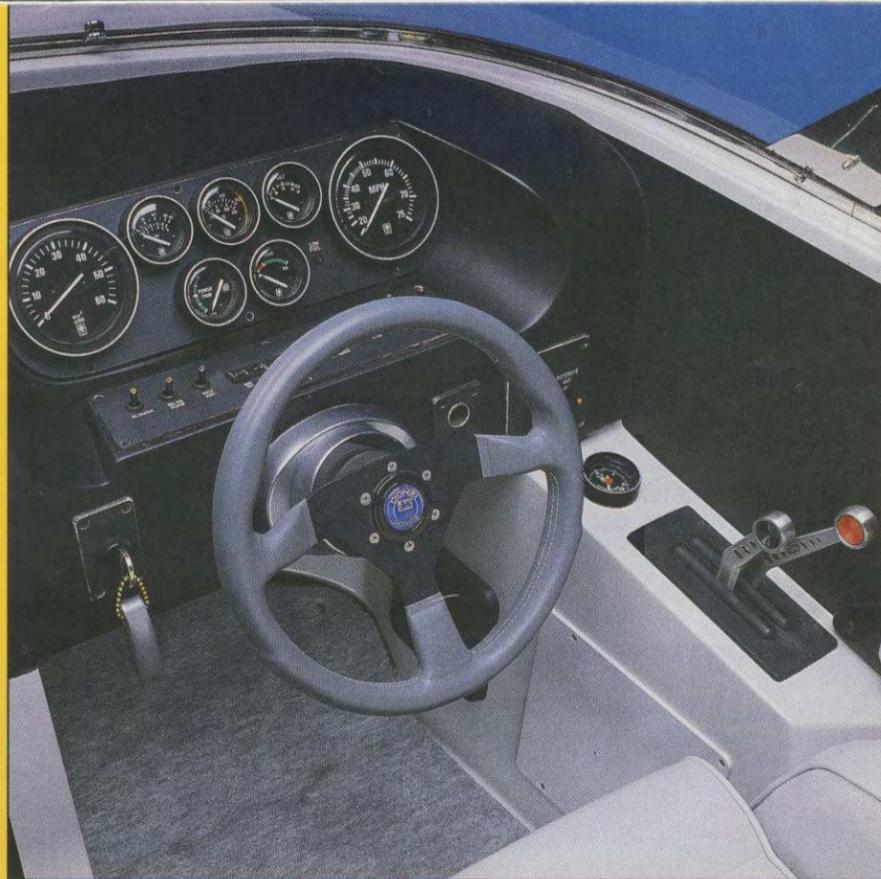
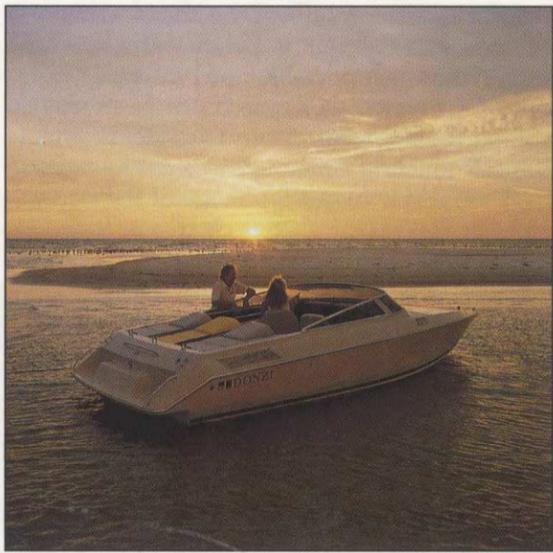
Consider the graphics. They are gelcoated in or Imron™, not taped-on. From the recessed stern cleat to bow eye, all hardware is chrome-over-brass or stainless steel. Rear deck cushioning conceals a highly efficient deck drainage system. Everywhere there is qualitatively more than meets the eye. Look in the engine compartment... lighted, of course. It is finished with fiberglass diamond plate. The air intakes are custom stainless steel. The hatch is hydraulic with a gelcoat finish while the engine mounts are custom aluminum, bolted through the stringers. Even the accessories are through-bolted. You'll find diamond plate on the hull-side firewall as well as the battery boards.

Every Donzi Z-boat is both shore tested and water tested before delivery to the dealer. The engine and outdrive are fogged, and the hull is pearl glazed.

Bravo Donzi... The Z-22 is a first class approach to fast class excitement.

**SPECIFICATIONS:** The Z-22 has 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 the 5.7 L. OMC Cobra, 260 hp. V-8.

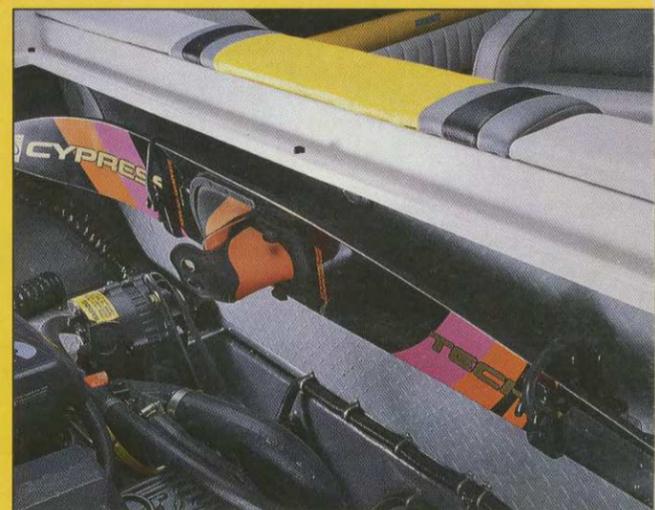




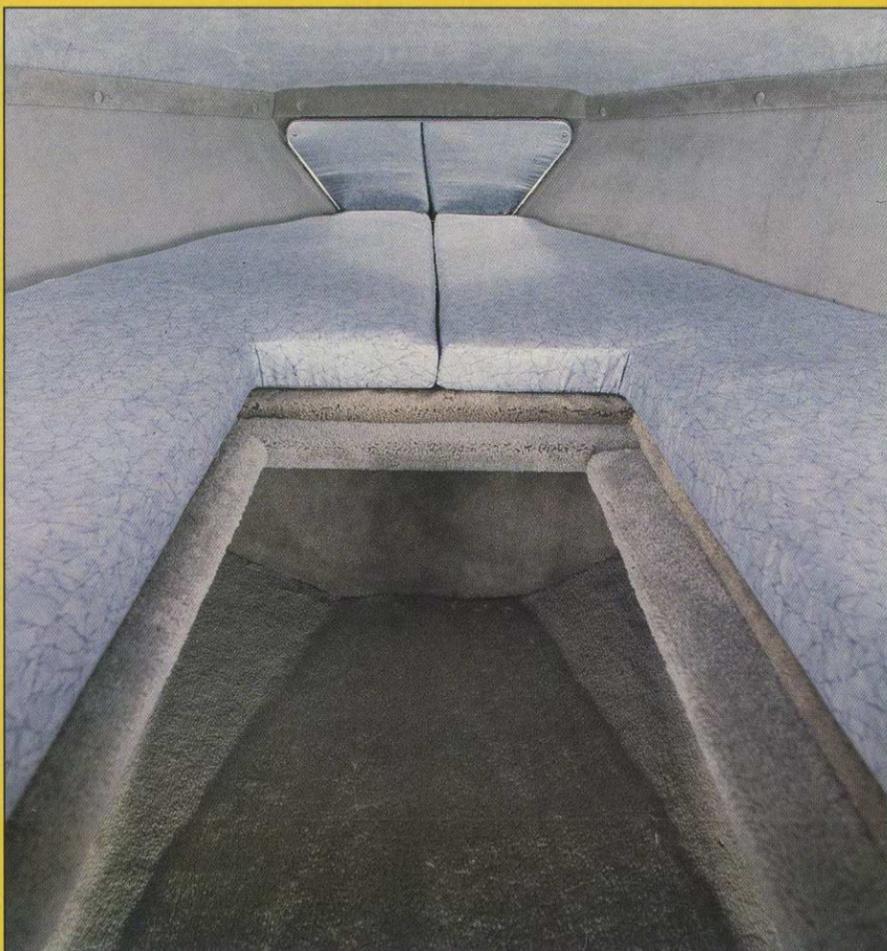
The Z-22's exciting performance and style begins at the helm. Custom Donzi gauges, steering wheel and controls are ergonomically positioned for maximum driver comfort and control.



The Z-22's fast class power comes from her standard 260 horsepower OMC Cobra engine. In the engine compartment also note diamond plate finish and attention to detail.



Typical of Z quality . . . the Z-22 offers this additional ski storage, on the forward bulkhead of the engine compartment.



The Z-22 interior is elegant, tasteful and dramatic. Its comfortable V-berth provides sleeping accommodations for two. Donzi's mandated fabric is stronger than traditional marine upholstery.



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

# Z-25

## Elegance on the Run

Donzi's reputation for combining luxury styling with powerful performance has never been more evident than in the seductive Z-25.

She is neither stripped down race-rod nor overdressed cruisemobile. She is the archetype of elegance on the run.

The standard OMC 340 horsepower engine propels a surprisingly light 4200 pounds. Thanks, in good measure, to aerospace engineering and materials, the Z-25 moves out quickly – and with all the privileges conferred by her racing pedigree... superior maneuverability, reliability and comfortable reentry.

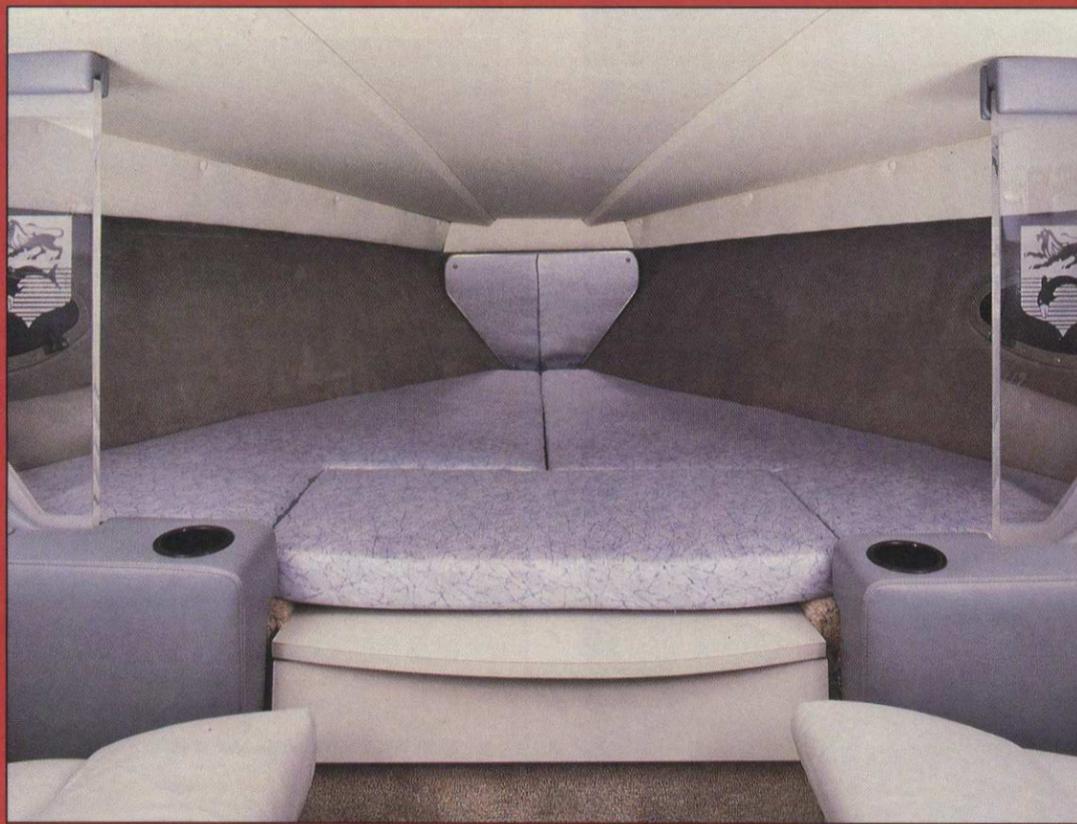
The Z-25 impresses as she was meant to. In the cabin, a custom upholstered V-berth provides comfortable sleeping accommodations for two.

A forepeak mirror reflects the hues and textures of understated elegance. Below the V-berth an optional hidden portable head stays neatly out of the way until needed. Ample storage compartments are typically discrete. From the soft touch of finely upholstered lounges, to the superior frequency range of the stereo cassette player, the Z-25 is clearly intended to pamper the discriminating adult.

Above the deck she is equally indulgent. Newly designed coaming pads emphasize the flowing lines of the Donzi hull. Ergonomically sensitive, contoured bucket seats are adjustable. Custom stainless steel hardware, stern lifting rings bolted through the stringers, Donzi's famous diamond plate finish – every individual component is the best that it can be. And no detail has been overlooked.

Of special interest to divers: The twin swim platforms molded into the transom just aft of the engine cover cushion and the stainless steel transom handrails. With its generous fuel capacity and high performance characteristics, the Z-25 makes ideal transportation to offshore dive locations as well as remote resorts. So whether you're anxious to reach

With all the privileges conferred by her racing pedigree the Z-25 is a delight to drive. She handles like a dream, and is equally appealing to the eye. Every surface is buffed, polished or upholstered to Donzi standards.



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

Bimini for lunch or Catalina for dinner, the Z-25 will take you there in style.

Z-25 standard equipment includes a marine battery and holder, circuit breaker electrical system, electric fuel gauge, engine hour meter, ignition safety switch, custom plexiglass cabin door with stainless lockable frame, stereo with four speakers, and the distinctive down-

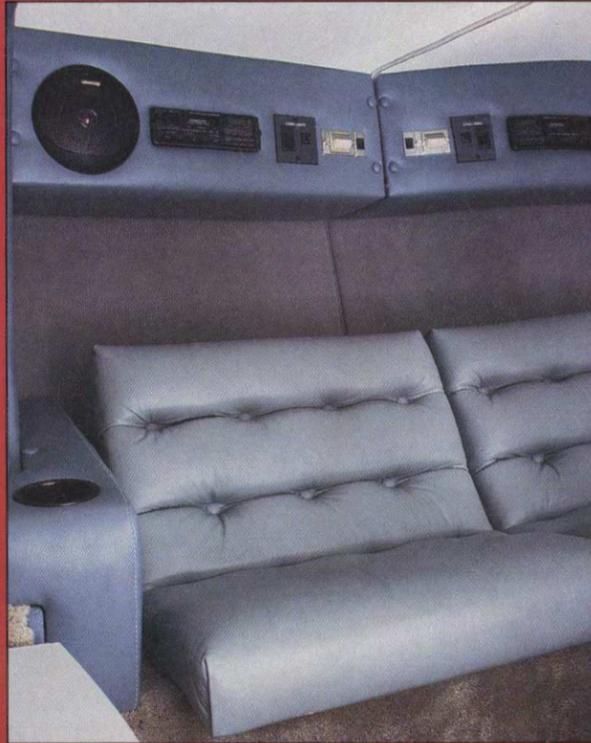
angled exhaust pipes. Even the fuel lines used on the Z boats are better than necessary. Why? Because exhaustive testing told the Donzi engineers that they were right for the job. What

Uncompromising comfort, reliability and performance on the run, the elegant Z-25 outdistances the competition.

**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 the 460 OMC King Cobra, 340 hp. V-8.



Functional layout and high wattage lighting make the Z-25 engine compartment easy to access. The battery is secured with race-style rigid mounts and the engine mounts are through-bolted to the stringers.



In the forward cabin there are finely upholstered lounges and an AM/FM stereo cassette with two speakers for the cabin and two for the cockpit. The boat is clearly meant to pamper the discriminating adult.



# Z-33

## Pure and Polished Performance

You've seen the ad, "Liquid Flight"... you've heard the claim, "The Right Stuff of Speedboating." How real are they? Who better to judge than World Champion Offshore Race Driver, Betty Cook:



"My first introduction to the Donzi Z-33 was at the Miami boat show when it was fitted with the Kaama surface drive. I was mighty impressed!"

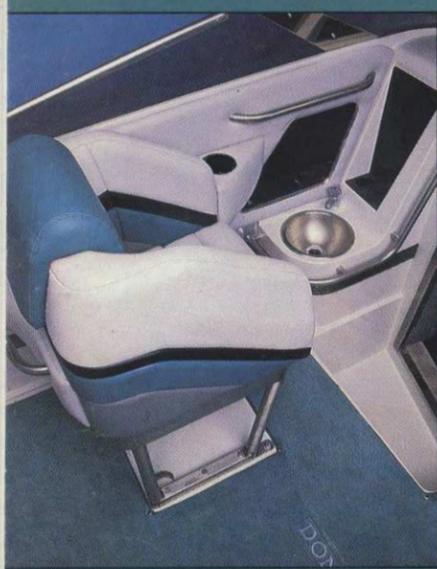
Imagine 8,100 pounds of streamlined performance flying across the water, and you see why Donzi calls this beauty "The Crossbow." Above all Donzis, the Z-33 inspires the desire to possess.

"It was a joy to handle - it tracked so well."

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 performance.

At the helm, the Crossbow's console offers a full compliment of custom Donzi instrumentation including tachometers, hour meters, speedometer, voltmeters, oil temperature, oil pressure and engine temperature meters. Also on the panel are a complete warning and circuit breaker system, as well as a safety

For creature comfort, the Z-33 provides a cockpit wet-bar and newly styled bucket seating. Cockpit upholstery is premium grade and handrails are stainless steel.



ignition switch. Everything you need to master the machine is right at hand.

"Far and away the best quality."

The construction story on the Z-33 Crossbow is as impressive as its performance. Premium resins, in combination with uncompromising lay-up techniques, give exceptional strength to the streamlined hull.

The new 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 two bolster-type bucket seats, while in the rear, redesigned bench seating sports inclining deck cushions. 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 V-berth offers sleeping accommodations for two. There's an enclosed head to starboard and a mirrored galley with pressure water to port. Music flows from a stereo while sunlight and air are freely admitted by newly styled deck hatches. Thick fabric covered 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 impression is that of barely restrained indulgence.

"With Donzis, it's the whole package. I could show you a boat that's well built, another that looks stylish, another with

attractive graphics, but all together, Donzi has done it all better than anyone else."

No doubt about it... the Donzi Z's are flight-years ahead. And the pure and polished Z-33 is Z raised to the highest power.

**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 V-8 460 OMC King Cobras, 340 hp. each.

The Z-33's cabin entryway is recessed for easy cabin access. Also thoughtfully positioned, is the stainless steel wet bar—within easy arm's reach of front cockpit seating.



In the forward cabin, elegant Donzi styling and attentive details emphasize the overall impression of refined luxury. The V-berth is separated from lounge seating by elegant plexiglass dividers. Etched in their surface, the Donzi lion and dolphin make the ultimate statement of marine taste. Also featured: a telescope dinette, a 4-cubic foot ice box and valance lighting.





OMC Stern drives with stainless steel propellers push Z-33 performance "to the max."



"With Dick Genth at the helm, we all knew the Z's would be something special."



The Z-33 Crossbow engine compartment proves she is meant for serious driving. Standard power on the Crossbow is twin 460 OMC King Cobra V-8's, 340 hp. each.



Under the rear bench seating the Z-33 hides three large storage compartments and the battery switch. The cockpit liner is fiberglass and drainable.



Among the many Z-33 features is an optional 4-cubic foot refrigerator (12v/110v), custom upholstery and coordinated drapes, plexiglass lighted bulkheads, stainless steel sink, stereo system with four speakers, and an enclosed head compartment.

Everything you need to master the machine is right at hand: Tachometers, engine temperature meters, oil pressure, oil temperature, voltmeters, speedometer and hourmeters. A complete warning and circuit breaker system and safety ignition switch are also included.



# Reeling in the Right Fishboat...

Donzi asked George Poveromo, 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.

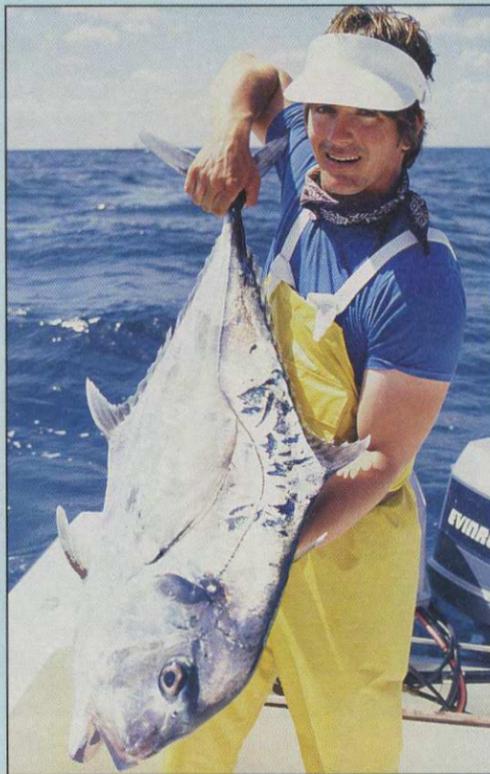
And regardless of size, you definitely want a box that's insulated and has adequate drainage for ice and slush so the fish aren't submerged in it, which could affect the taste.

**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?

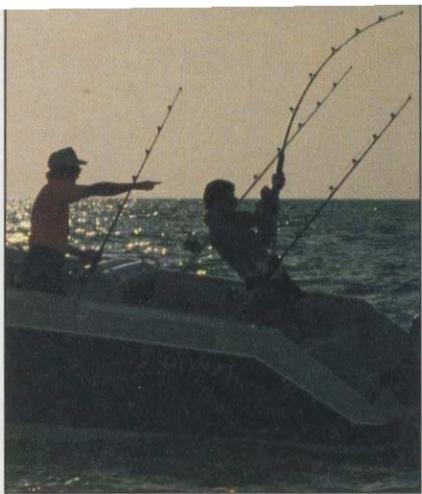
**George:**

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!





# THE LURE OF THE SEA...



# THE EXCITEMENT OF THE DONZI!



The Donzi fishing fleet combines the finest tradition of the Donzi Classics with the speed of the Z boats and the pleasurable comfort of the Ragazzas. It is definitely a winning combination.

The precise integration of working components, the unparalleled workmanship... painstaking attention to every desire of the sports fisherman... Donzis are state-of-the-art fishing machines.

Long known for "redefining speedboating," Dick Genth and the Donzi design team have successfully changed arenas. They have made it possible to rediscover the fishing form, streamlined the experience and elevated the one-on-one to a level only Donzi can.





# F-23

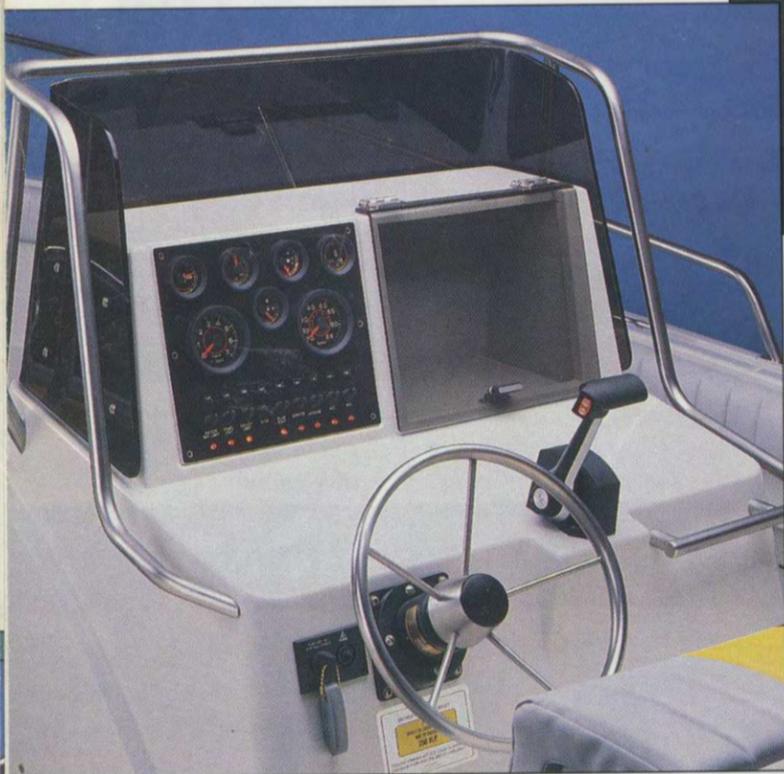
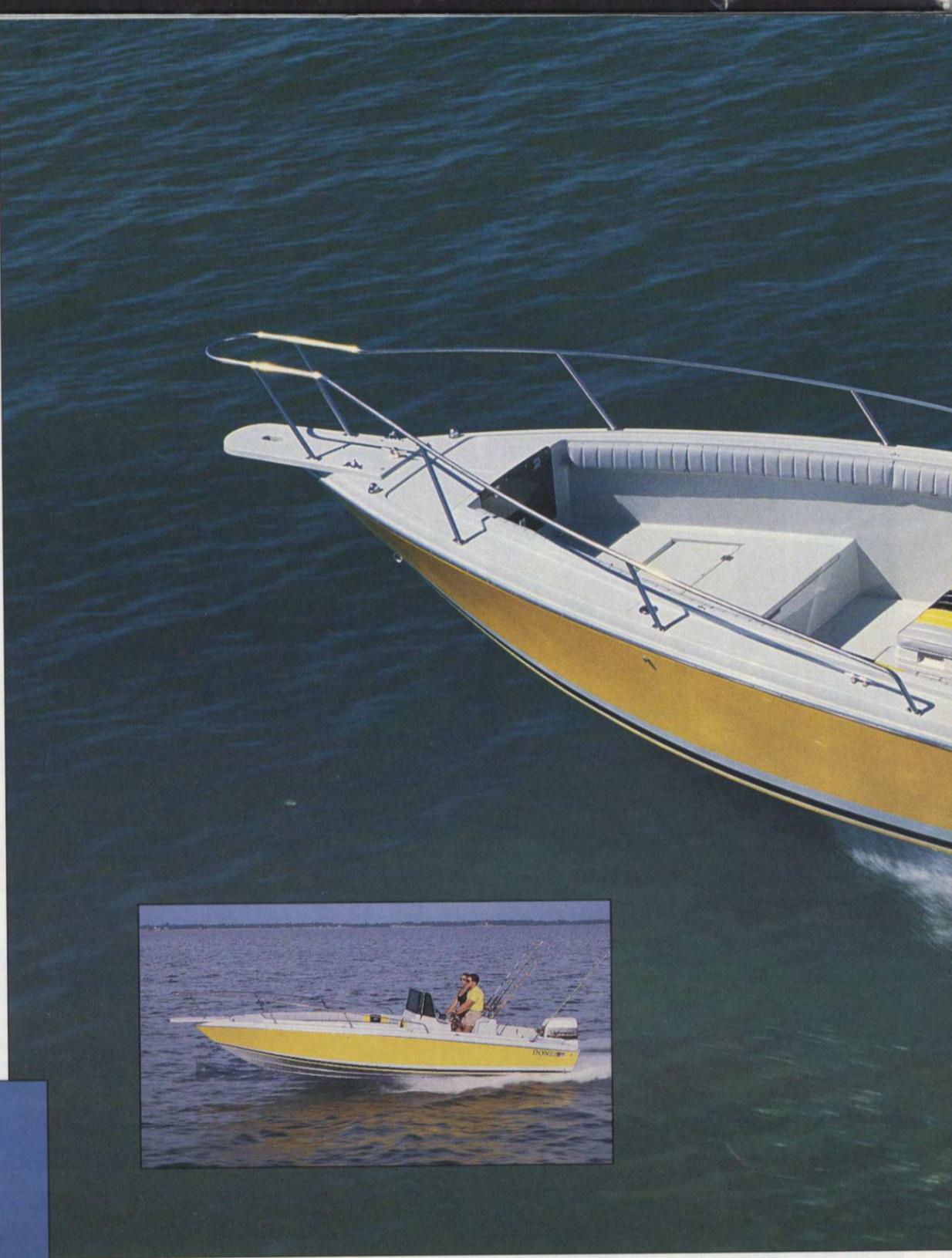
## DONZI'S BIG "LITTLE" FISHBOAT...

If an angler ever wants proof that "good things come in small packages," one look at the Donzi F-23 will do enough convincing to last a lifetime.

But just being "good" has never been good enough at Donzi and the F-23 continues the Donzi tradition of giving all boats just a little more... more speed, more space, more style and more of what the serious fisherman wants, whether he's heading out to sea or trolling the depths of a fresh water lake.

Under the design team's watchful eye, slight modifications to the Donzi fishing hulls have made the F-23's deep-vee less tender at rest than more traditional deep-vee fishing hulls. The result is a very comfortable platform for drifting and bottom fishing.

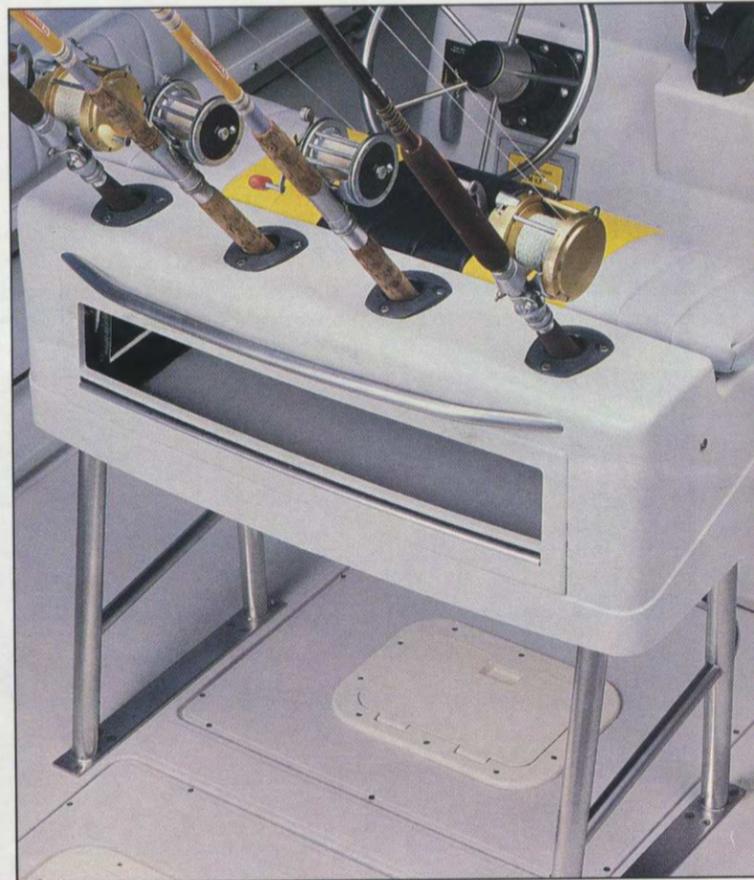
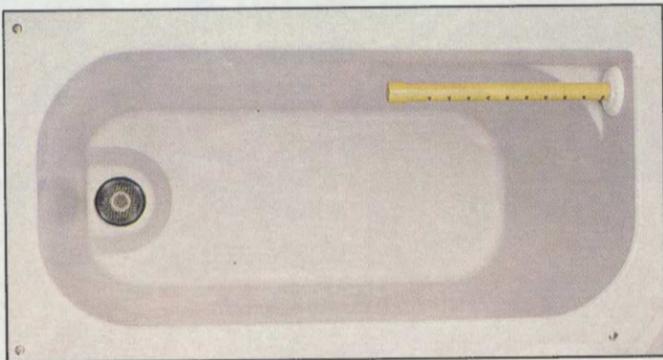
As *Power and Motoryacht* put it, "Coupled



The F-23's console provides a weather-protected electronics compartment, stainless steel grab rails, stainless steel destroyer wheel, footrests and easy to clean plexiglass.

30-gallon recirculating live bait well, with rounded corners.

Rocket launcher with removable cushions, four rod holders and under seat storage for tackle and gear.





with the overall styling, the F-23 comes across as the original 'something else.'"

From stem to stern, no detail has been overlooked in giving the F-23 the practicality that the true sportsman demands. All compartments are recessed. Forward of the center console a 96-quart Igloo™ cooler is at the ready. There is rod storage below the padded cockpit bolsters and forward lockers are big enough to store gear for an overnight excursion. Even the placement of the aerated, 30-gallon live bait well (with rounded interior corners) was carefully considered before being positioned next to the engine compartment to give it more height and allow improved access.

The allure of a center console for the fishing purist hasn't been lost on Donzi. Coupled with an 8'4" beam, the F-23's cockpit offers exceptional walkaround space for reeling in the big one. And the console itself, with its sleek aircraft styling and easy-to-read gauge placement, has the fisherman in mind with a weather-protected storage compartment that's perfectly designed to hold extra instrumentation or fish-finding electronics.

The surface of the deck and gunwales is thoughtfully non-skid. When coupled with the one-inch, welded, stainless steel bowrail, the F-23 provides the extra safety you'll appreciate when fighting the kind of fish that wants to fight back.

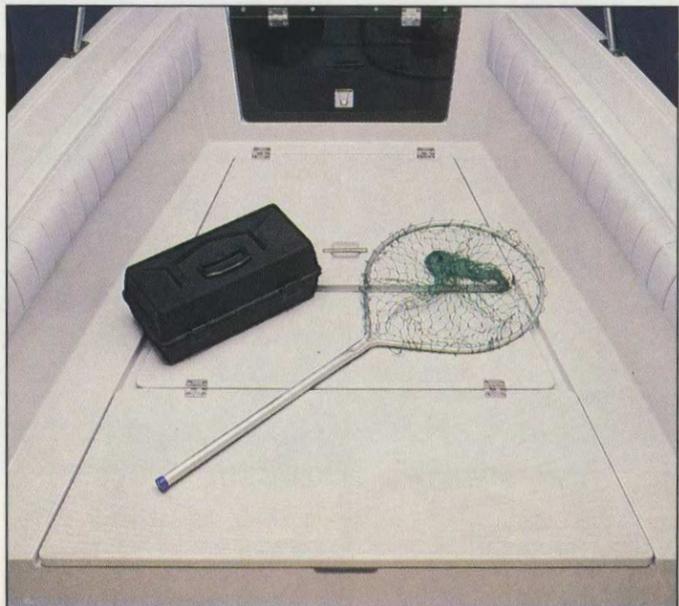
The F-23 has capabilities normally reserved for larger fishing boats, thanks to a 100 gallon fuel capacity and the traditional Donzi offshore hull design. Competitive anglers will appreciate their ability to cover more water in a day than in other boats of the same size. It's the type of advantage that makes the F-23 ideal for the tournament tested sport fisherman.

Final note: As with every Donzi, this boat is fun to drive. There's no guarantee that you'll catch the big one, but you'll have lots of fun trying.

**SPECIFICATIONS:** The F-23 has an overall length of 22'11" and a beam of 8'4". The fuel capacity is 100 gallons. The draft to keel is 18". The approximate weight (boat only) is 2700 lbs. and the maximum recommended horsepower is up to a single 225 hp.

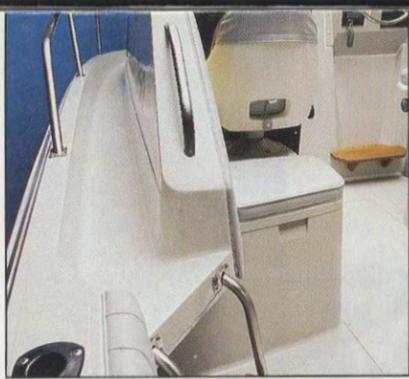


In the F-23 nothing has been allowed to snag the angler's line. Even rod storage is carefully recessed and molded in.



Storage, storage, storage! In the deck... in the bow... under the seats... storage is carefully hidden everywhere. There's more than enough space for every storage need, but careful Donzi design ensures that when the hatches are closed what remains is the clean, uncluttered platform of a fisherman's dream.





# EL PESCADOR

## THE FISHERMAN STRIKES AGAIN!

The selection of a Spanish name for the newest craft in the Donzi high-performance fishing fleet was no accident. The name translates as "The Fisherman" but the El Pescador 250 has the spirit, style, elegance and flair of a bullfighter.

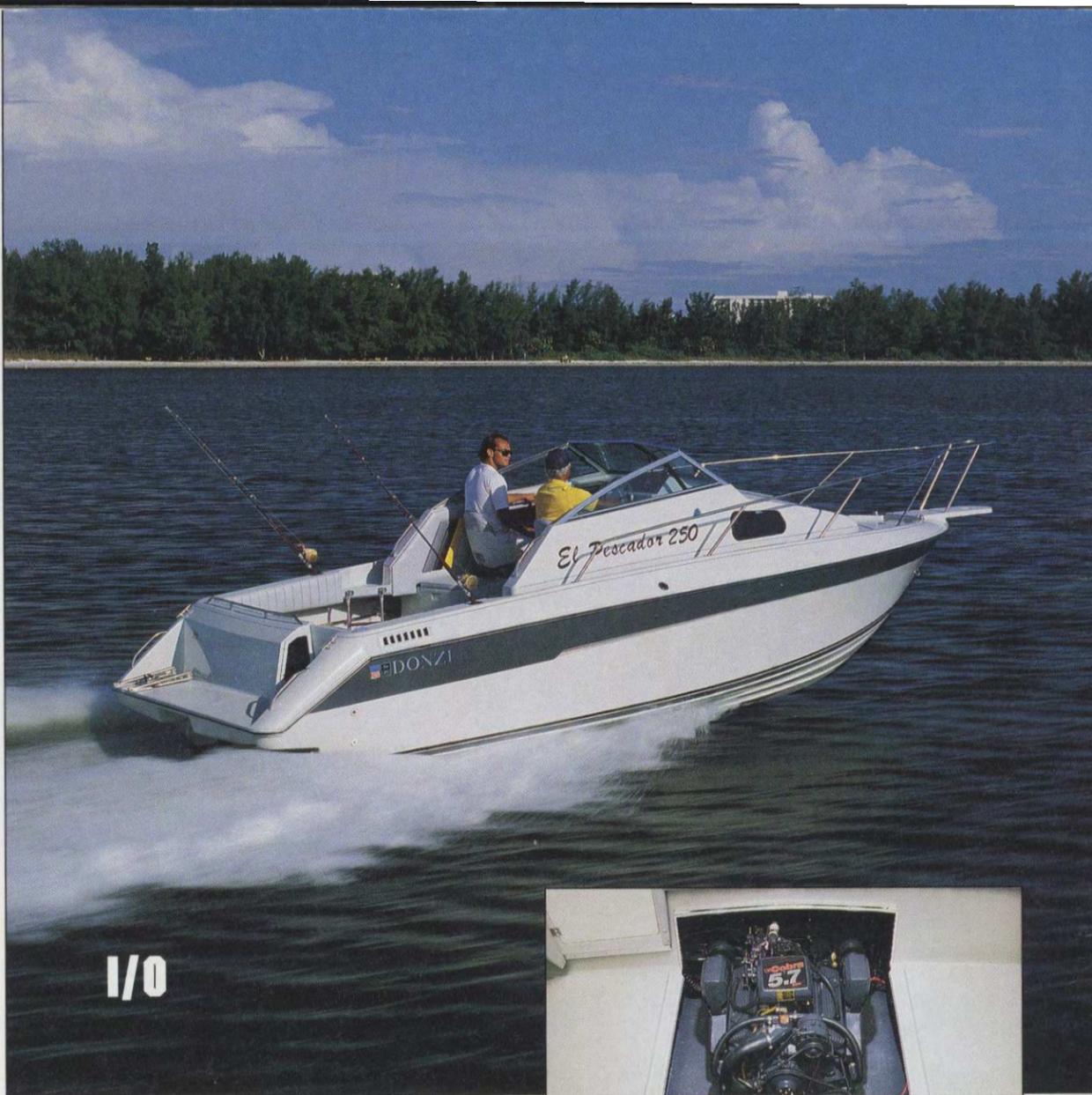
Beyond that, the El Pescador lives up to its Donzi heritage, making it ideal for the hunter who wants a boat with personality and guts for the weekend fishing trip.

The El Pescador is an even 25-feet in length, has an 8'6" beam, draft to keel of 14" and accommodates power options from the standard OMC 260 hp V-8 stern drive or up to a single 225 hp on the outboard model.

While most fishing boats feel crowded with the inevitable clutter of gear, the cabin of the El Pescador has a roominess more typical of much larger craft. Donzi hasn't forgotten that fishermen like comfort; the boat has six feet of cabin headroom and the interior includes a stainless steel sink, pressure water system, 36-quart Igloo™ cooler and an alcohol stove.

Dick Genth, who loves fishing as much as he loves speed, chose most of the amenities on the El Pescador himself, and tested many of the standard features on his own boat as the El Pescador was being designed. Genth says this boat "combines speedboating with really practical fishing features."

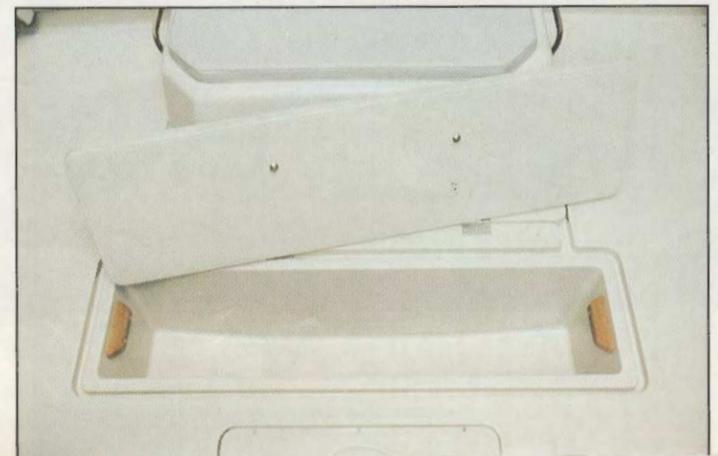
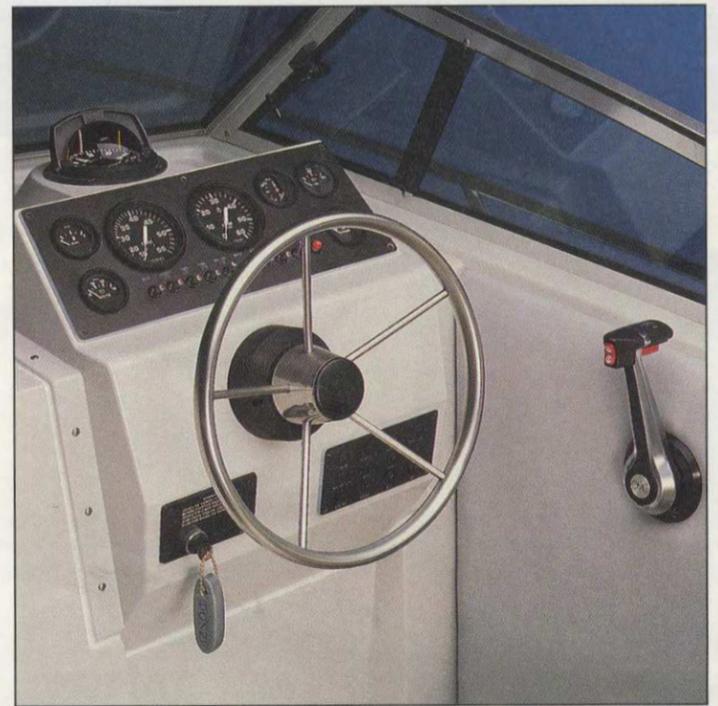
The El Pescador has an aerated live bait well, stainless steel cockpit handrail, two flush-mounted rod holders, rod storage both in the cockpit and the cabin. The integral



On stern-drive models, sound-deadening acoustic foam lines the engine box. Nothing should distract from the thrill of the chase.

At the El Pescador helm you'll find Donzi's custom gauges, stainless steel destroyer wheel and a deluxe single lever throttle. A nice touch: Side vented windshield to increase driver comfort.

Thoughtful detailing in every area has been dictated by the needs of the serious fisherman. Note the hinged companionway lid for easy entry, the live bait well conveniently located in the cockpit, additional storage under the captain's seat and removable fish box for easy dockside cleaning of the day's catch.





O/B

fiberglass swim platform features a standard hand held shower and a folding stainless steel boarding ladder.

The swim platform and the plush cabin make the El Pescador a terrific multipurpose vessel. Whether it is reef diving or fishing, the El Pescador surpasses the test. A tribute to the boat's versatility is its roomy cockpit, which can be customized to accommodate the sporting preference of the owner, whether that means a trolling chair or a scuba tank rack.

The El Pescador goes swiftly and far, aided by a 105-gallon fuel capacity and the usual performance characteristics that define a Donzi.

Score a bull's-eye with adventuresome anglers! Donzi has done it again... this time, with the functionality and flair of the gutsy El Pescador.

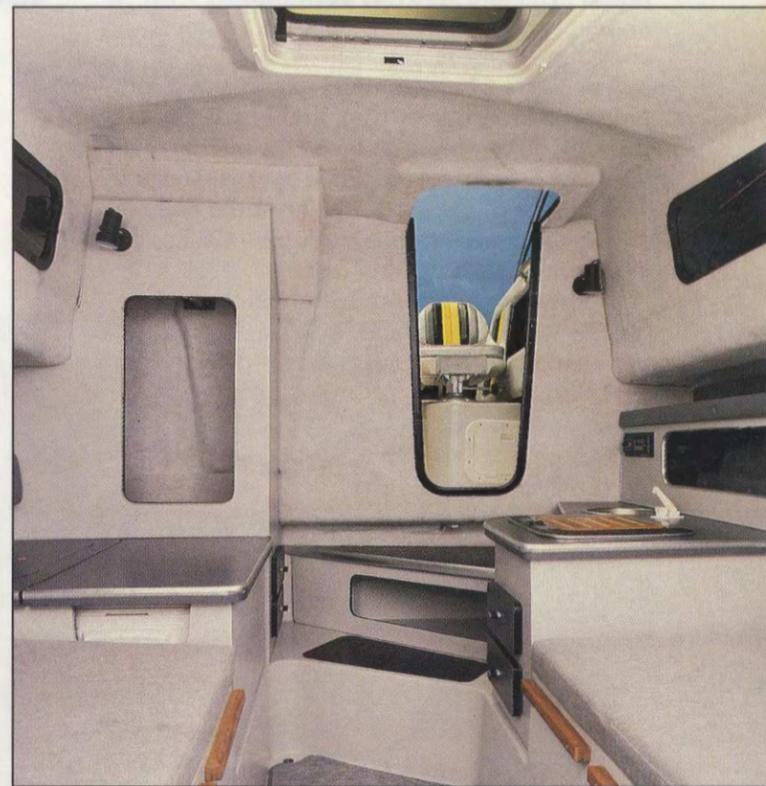
**SPECIFICATIONS:** The El Pescador I/O has an overall length of 25'0" and a beam of 8'6". The fuel capacity is 105 gallons. The draft to keel is 14". The draft to outdrive is 29". The approximate weight is 4550 lbs. Freshwater capacity is 6.5 gallons and the standard engine is the 5.7 L. OMC Cobra, 260 hp. V-8.

The El Pescador O/B has an overall length of 26'4" and a beam of 8'6". The fuel capacity is 105 gallons. The draft to keel is 14". The approximate weight (boat only) is 3550 lbs. Freshwater capacity is 6.5 gallons and the maximum recommended horsepower is a single 225 hp.



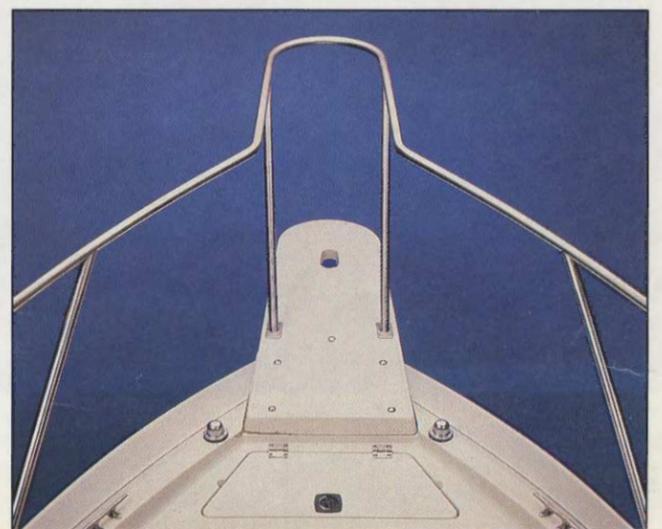
To keep bait frisky, the El Pescador's recirculating live bait well has only rounded corners.

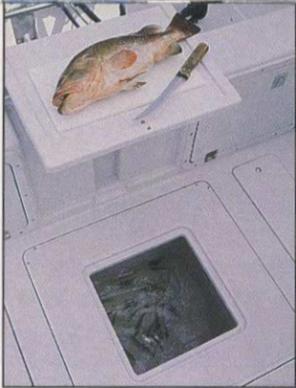
The deluxe cabin interior features tasteful Donzi upholstery, forepeak mirror, a stainless steel sink, a 36-quart, built-in ice chest, and an alcohol stove. Overall, the interior is a surprisingly pleasant place for a fully functional fishing vessel.



6-foot headroom, a hanging locker and enough storage to avoid the customary clutter of fishing gear.

In the bow you'll find an all fiberglass pulpit, conveniently located anchor storage compartment and 1" welded stainless steel bowrail.





# F-33

## ALL THE RIGHT THINGS IN ALL THE RIGHT PLACES

**W**hen you buy an F-33, you'll get a good look at the competition... as you pass them getting out faster and farther than the owners of many other boats would comfortably risk.

The F-33 isn't just the biggest and best Donzi sport fishing boat; it's the boat that the rest of the industry must try to emulate. And it is loaded.

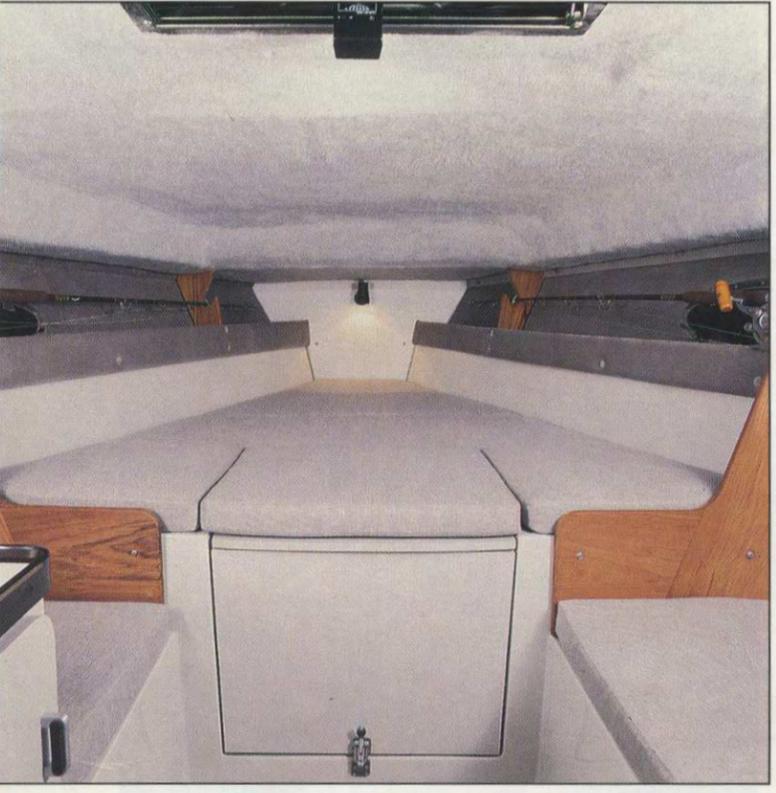
"We refused to compromise on either practicality or style," says Donzi's Dave Riley. "Functional fishing boats don't have to be ugly."

The F-33 features the sleek Donzi deep-vee hull, modified to make it more stable for fishing at rest. With a 9'0" beam, draft to keel of 18" and an overall length of 33'1," the F-33 combines rakish lines and superior performance with an ability to comfortably take on the most challenging waters.

The F-33's 295-gallon fuel capacity is about twice the size of most comparably sized boats, but Donzi's engineers designed the craft to make sure that the control remained light and responsive in spite of the extra weight of the fuel. With power options totaling up to 450 hp, the F-33 makes the long haul fast.

Another performance feature is the unique patented outboard bracket system. By mounting the engines on a bracket that is an integral part of the boat, there is easier service access and no cockpit crowding.

Not only does the F-33 go fast and far, it is



Below deck there are sleeping accommodations for three and an optional marine head.

At the helm you'll find all the right things in all the right places... a leaning post/rocket launcher containing rod holders for four... standard console-mounted compass, electronics storage compartments... custom plexiglass windscreen... even a console foot rest.





designed to carry with it everything a fisherman could want for the trip. Storage compartments line the sides of the boat with doors that are flush mounted to ensure that nothing catches a line. In the cockpit, molded-in rod boxes are 10 inches deep and carry up to eight seven-foot rods. Unlike most, this 33-foot fish boat has more than enough storage.

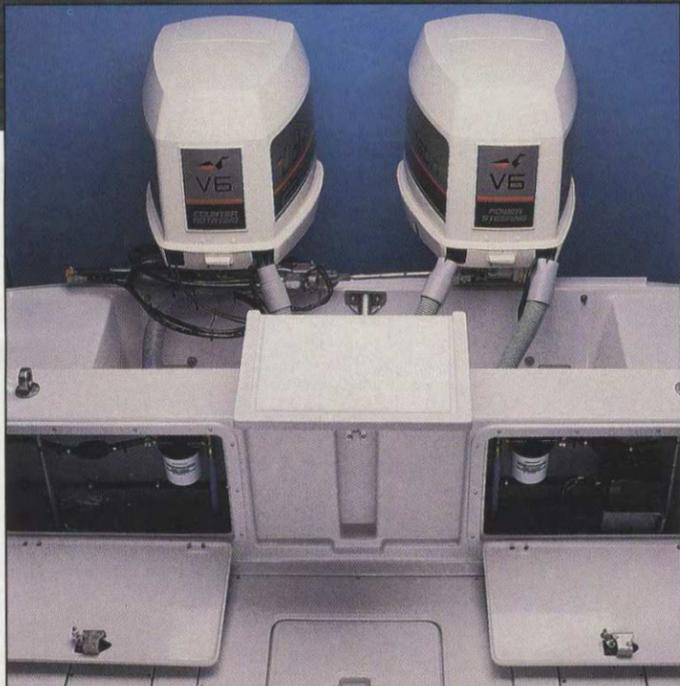
Donzi didn't forget about the fish either. The semicircular 40-gallon aerated bait well is just in front of the transom bulkhead and the fish box - also in-deck - comfortably holds a good day's catch.

The F-33 is equally well endowed with creature comforts. It has a fresh water capacity of 20 gallons, divided between two tanks. Divers and swimmers will appreciate the fresh water shower. The cabin and galley are spacious and functional and the boat has ample sleeping room for three... two in the forward section and a third in the starboard quarter-berth.

The combination of performance and functionality makes the F-33 ideal for tournament fishing. All told, the boat lives up to Donzi's reputation for redefining industry standards with every boat. A short trip on the F-33 proves that it is, truly, fishing redefined.

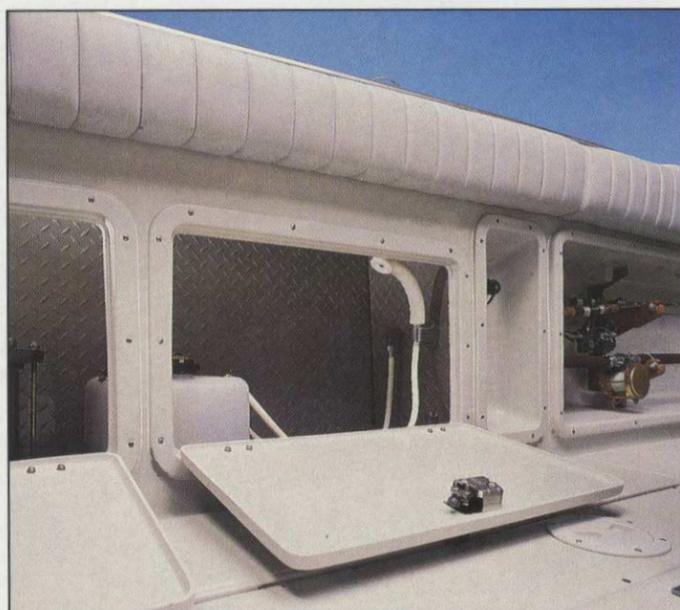
"We don't leave things out," says company President, Gordon Houser. "Our goal is all the right things in all the right places."

**SPECIFICATIONS:** The F-33 has an overall length of 33'1". The beam is 9'0". The draft to keel is 18". The approximate weight (boat only) is 5,300 lbs. The fuel capacity is 295 gallons. Weight with two 225 hp outboards is approximately 7300 lbs. The fresh water capacity is 20 gallons and the maximum recommended horsepower is 450 hp.



Donzi's patented outboard bracket gets the engines aft and low, out of the way for serious fishing.

The F-33's clean fluid styling comes from molded-in components, and an exhaustive design process. Note the raw water washdown and convenient rod storage.

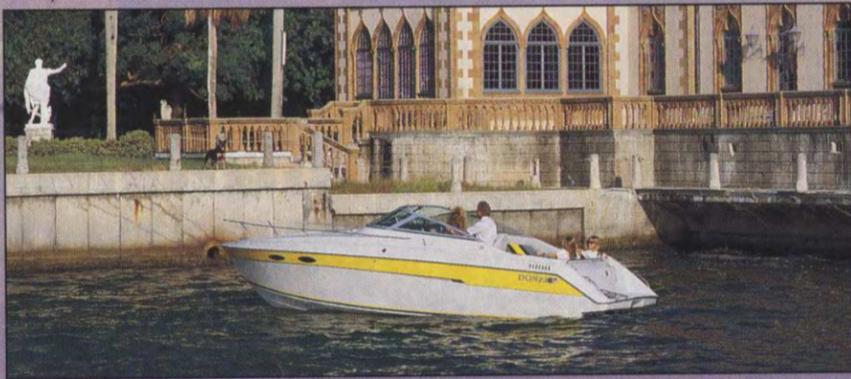
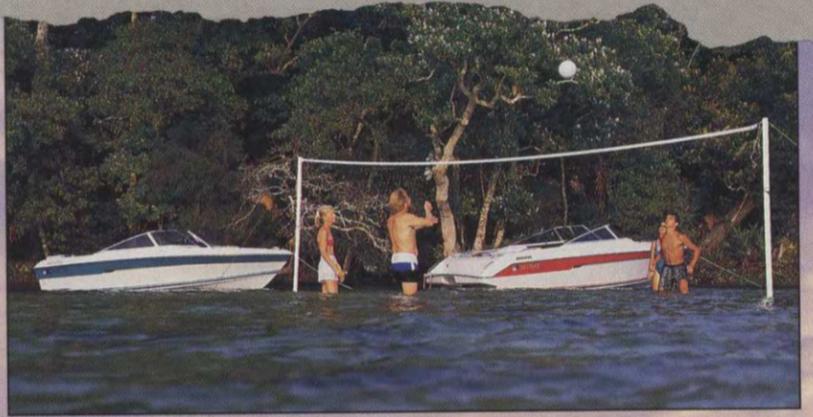


Above deck there are six lockable compartments, all finished with Donzi's famous diamond plate. Storage is provided for oil and batteries as well as a freshwater shower. Coaming pads run the full length of the 200 square foot, self-draining cockpit.



**THE WORD IS  
OUT AMONG  
CRITICS AND  
OWNERS ALIKE...**

**THUMBS UP, FIVE STARS AND  
FULL SPEED AHEAD!**



**DONZI®**

**Ragazza®**

**RAGAZZA  
RAVES:**

"Five of the most seductive  
boat designs to ever hit the  
water."

*Lakeland Boating*

"Buyers of these boats will have  
their friends thinking they struck  
it rich."

*Trailer Boats Magazine*

"Acceptance has been nothing  
less than phenomenal."

Bill Mallette,  
Donzi Dealer

"...a great family boat."

Dr. & Mrs. Patrick Kennedy  
"Deja Blue," Scottsdale

"The workmanship is top  
notch."

Ron Tiner  
"Murphy's Law," Pompano Beach

"Donzi is the best quality boat  
you can buy."

Jack Karp  
"The Ebb Tide," Long Island

"Fantastique!"

Catherine Epstein  
"French Fry," San Francisco



**"We** didn't want too much power or too complicated a boat... but we wanted *quality*. Ragazza was perfect."

Mrs. Chris Kennedy  
Scottsdale

Introduced mid-year, the sporty R-17 has caught on fast, especially with first time and family boaters. One reason: Donzi's reputation

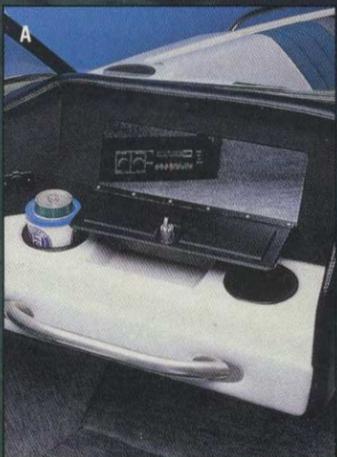
for reliability and quality. Another: This sassy runabout comes complete with everything you need for pleasure boating. Standard features include a sturdy teak swim platform, stainless steel folding ladder, acrylic convertible top, ski locker, a ski towing eye, custom Donzi gauges, plentiful stainless steel grab rails, and even an AM/FM stereo with cassette player.

For even greater comfort and style, step up to the Donzi Lounge model (DL). DL comfort begins with *cushy* bucket seats for both driver and companion. Especially popular for its versatile stern seating, the Donzi Lounge accommodates two adults comfortably stretched out for an afternoon tan. From the overall *look*, to the careful selection of each and every feature, these Donzi Ragazzas are dedicated to

waterside fun!

"The handling is absolutely tremendous," says one Long Island owner. No surprise for those who know Donzi.

**SPECIFICATIONS:** The R-17's have an overall length of 17'7" and a beam of 7'4". The fuel capacity is 28 gallons. The draft to keel is 14" and the draft to outdrive is 29". The approximate weight is 2400 lbs. and the standard engine is the 2.3 L. OMC Cobra, 128 hp.



# DL R-17 & R-17

A. A lockable glove compartment holds AM/FM stereo cassette player.

B. Adjustable seats convert to lounges for both driver and passenger.

C. Custom Donzi gauges and steering wheel are perfectly positioned for ease of viewing and response.

# R-19

**“W**ith a 9 year-old little girl, safety was a real factor. The Ragazza’s a very dry ride. It takes rough water like a champ!”  
Jim Decker, *Stuart, Florida*

Whether going downwind, upwind or crosswind, the R-19’s go where you point them. The Donzi deep-vee hull makes for a quiet, smooth ride. “So smooth,” says

owner J. David Threlkeld, of Arizona, “I have no qualms about taking all three children out in it. It’s so quiet, our 10 month old just falls asleep.”

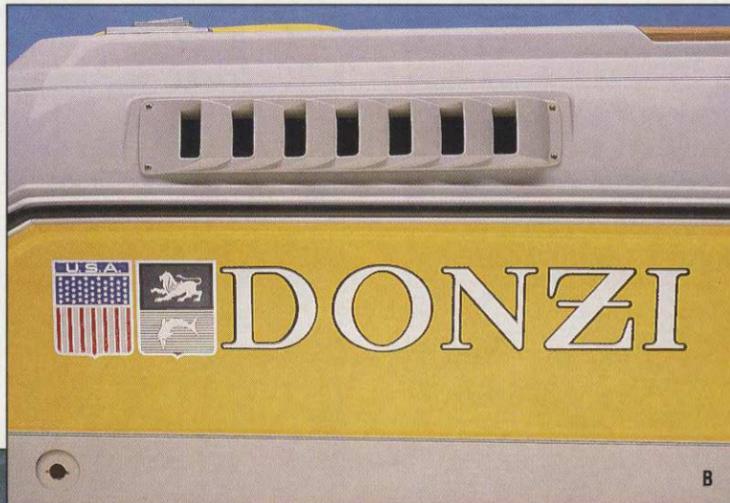
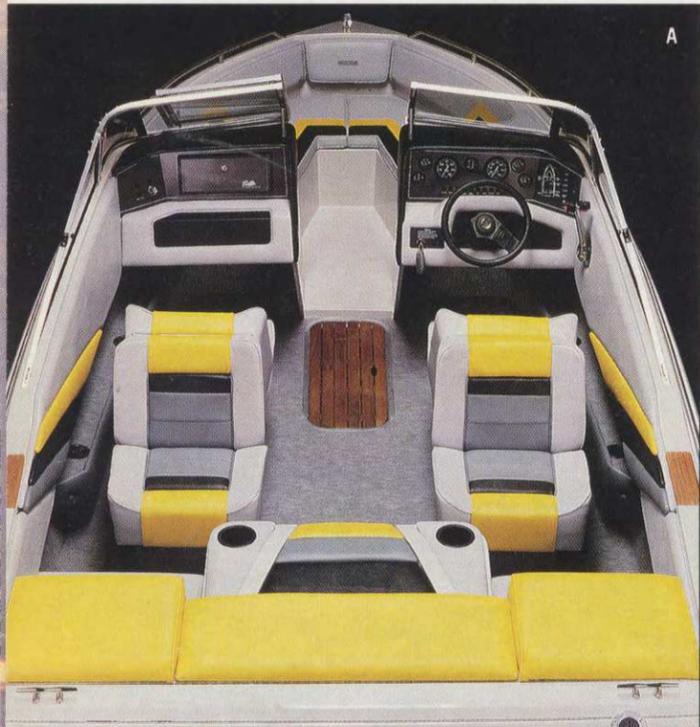
Donzi Ragazzas are built with children in mind. For safety, you’ll find stainless steel grab-rails where you need them. Port and starboard teak step plates provide sure footing. Electrical

wiring is tie-wrapped and secured at close intervals – out of sight and beyond the reach of small hands.

You might expect moderately priced boats to skimp on the details, but not Donzi Ragazzas! The R-19’s come standard with a molded-in swim platform, folding stainless steel swim ladder and acrylic convertible top.

Seating is plentiful and versatile. Bow, seating is accessed through a custom walkthrough windshield. In the cockpit, helm and companion seats are lounge-style and adjustable. With its aft jump seats, the R-19 comfortably accommodates a full complement of family and friends. An important detail for an outing on the water? Storage! The R-19’s have it throughout the boat. A nice touch: Storage compartments under the aft jump seats are insulated and removable.

Even more impressive is the R-19 DL. Not only does



A. Carpeted ski storage is located between driver and passenger seats and is self-draining.

B. Dramatic new graphics tell friends and admirers...It's a Donzi.

C. Convenient DC power outlet and glove box light switch.



it offer the comfort and style of the popular Donzi Lounge – but underneath the stylish padding you'll find extra storage... just what you need for those extended trips to favored fishing grounds, diving areas or shell-strewn beaches! Although DL stands for

Donzi Lounge, there are owners who'd swear it stands for Dee-light, DeLuxe or Downright Luxurious!

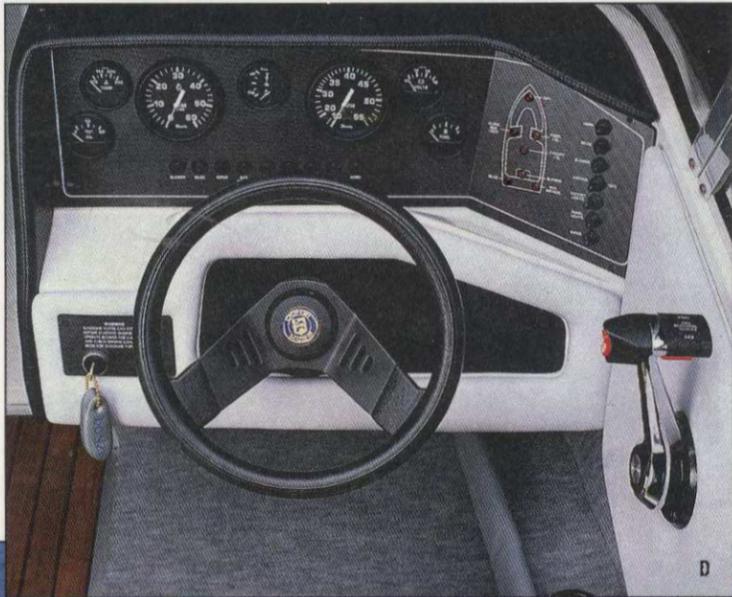
"We love it! This is our first boat... and we go out every chance we get. Even when it's rough, the Ragazza does real well – sometimes we're

the only ones out there!"  
Steve and Julie Coons,  
Arizona

SPECIFICATIONS: The R-19's have an overall length of 18'7" and a beam of 7'4"

The draft to keel is 14" and the draft to outdrive is 29". The fuel capacity is 28 gallons. The approximate weight is 2800 lbs. and the standard engine is the 4.3 L. OMC Cobra, 175 hp.

# DL R-19



D



E

D. Deluxe single-lever control with built-in trim buttons offers fingertip maneuverability at the helm.

E. An AM/FM stereo cassette player is concealed in the lighted, lockable glove compartment.

F. An acrylic convertible top is standard equipment on all Donzi Ragazzas.



F

# R-21

**“**I liked the roominess ... I liked the performance. And there's a lot of power for skiing.”

John Pro, Kansas City

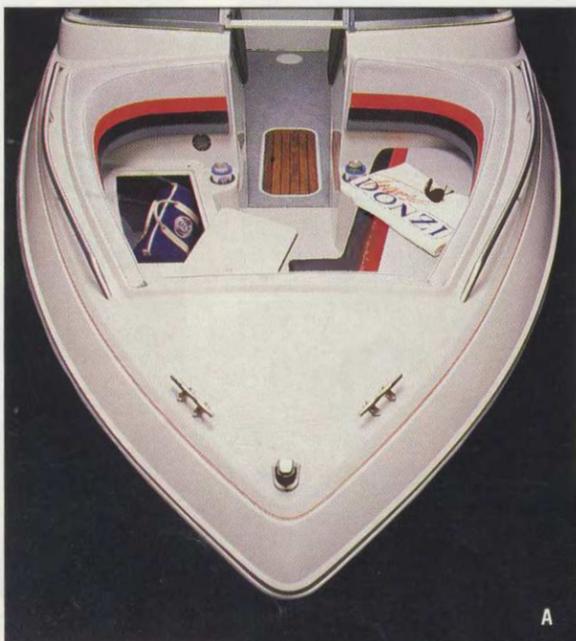
The R-21 Bowriders have a moderate 19-degree deadrise that provides good fuel economy and stability, not to mention the kind of quick planing that's ideal for skiing.

Indeed, water skiers won't find a more considerate boat than the R-21 unless, of course, it's another Donzi Ragazza! The ski storage compartment is self-draining

and large enough to hold the entire family's water skis, ropes and ski vests. Both bow towing eye and ski tow ring are made of stainless steel.

A waterspeed indicator

is easily visible on the instrument panel next to the other custom Donzi gauges. Then there's a clever telltale light system on the dash where you want it, so the driver can see which lights are on



A. The Bowrider has plentiful under-seat storage with easy access.

B. Carpeted, self-draining ski storage compartment holds skis, life vests, and towing lines.

C. Electrical circuits are protected by panel-mounted circuit breakers. Note telltale indicator light system.



# R-21

or off. Electrical circuits are protected by panel-mounted circuit breakers, while a deluxe single-lever control with built-in trim buttons provides fingertip maneuverability at the helm.

Both the R-21 Bowriders have all the features of smaller Donzi Ragazzas, along with some indulgent additions, like the nifty little item 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 with a drain for the melted ice.

In the 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, hinged for convenience and insulated for quiet. A custom, wrap-

around, walkthrough windshield, a convertible acrylic top, a molded-in swim platform with stainless steel folding ladder, and an AM/FM stereo with cassette player all come standard.

"It's all there," explains one New York owner, then quickly adds, "It's just great."

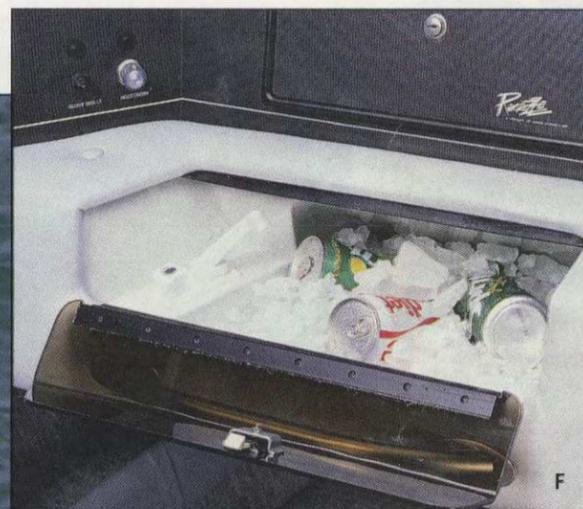
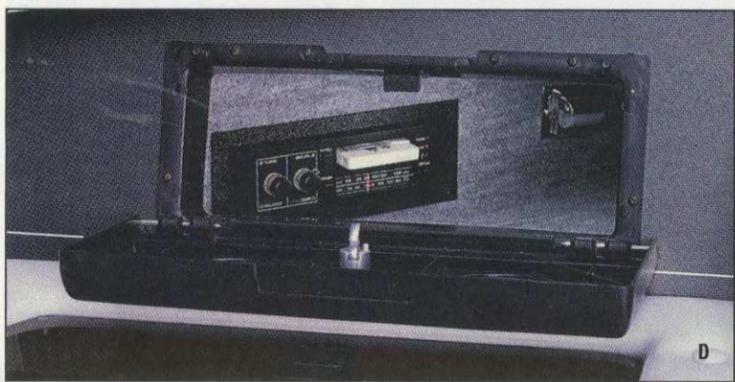
And then there's the DL edition. Smooth, soft curves in the aft lounge belie the toughness and durability of the upholstery. The lounge itself is made in three sections, each hinged separately. All three sections can be latched

together to lift as one unit, revealing two huge storage areas on either side of the soundproofed engine compartment. Who but Donzi puts this much into their boats? Who but Ragazza owners get this much out?

"She has the agility to pull skiers, the performance to cause a rush of goose pimples and the flair of a well-designed sportboat."

*Lakeland Boating*

**SPECIFICATIONS:** The R-21 has an overall length of 21'0" and a beam of 8'2". The draft to keel is 14". The draft to outdrive is 29". The fuel capacity is 50 gallons. The approximate weight is 3100 lbs. and the standard engine is the 4.3 L. OMC Cobra, 175 hp.



D. An AM/FM stereo cassette player stores safely in its lighted, lockable glove compartment.

E. DC power outlet on dash is handy for 12V accessories.

F. Self-draining chill box holds plenty of ice and has a fresh water faucet.

# R-21

**"R**agazzas are causing quite a stir on the delta. Delight, delight, delight! Fantastique!"

Bob and Catherine Epstein  
San Francisco

Agility! Performance! Flair! What more could you ask for? How about comfort, convenience, and quality? The R-21 cuddy cabins have it all.

For comfort, look no further than the R-21's

decidedly attentive cuddy cabin. A fabric-covered V-berth provides a cool, comfy respite for two, and converts to more sociable seating with the removal of the bunk-filler cushion. For convenience, you'll find storage more than adequate for personal gear, water skis or life preservers. A peek behind the bolster cushions

reveals spacious shelves while under the V-berth there are three more storage compartments. The standard AM/FM stereo cassette player is mounted in the cabin, and in case you want to leave valuables on board, the step-down companionway is fitted with a custom plexi-glass entry door that locks. Also standard equipment

on the R-21's: Stainless steel deck cleats and grab rails, a convertible acrylic top, automatic/manual bilge pump with blower, custom walk-through windshield that wraps around, chill box with sink, thru-hull drain and fresh water tap plus a 50-gallon aluminum fuel tank. And even that's not all! The R-21 has adjustable lounge seats for both driver and



A. Fresh water tap empties into self-draining sink portside.



B. Custom Donzi gauges monitor rpms, trim, fuel, oil pressure and engine temperature.



C. Ragazza storage is everywhere! Note the teak hatch on cockpit compartment.



D. Anchor storage where you need it... in the bow.



companion plus two aft jump seats.

With a standard 175 hp engine, these Ragazzas have hustle enough for a fast pull-up for the slalom skier, or a quick run to the fishing grounds. Whatever you do with the R-21, you do it in comfortable style.

If sunning is on the program, then the DL version

is ideal. Its extra seating allows for comfortable stretching out without knocking elbows. In the cockpit, bucket seats coddle both driver and passenger.

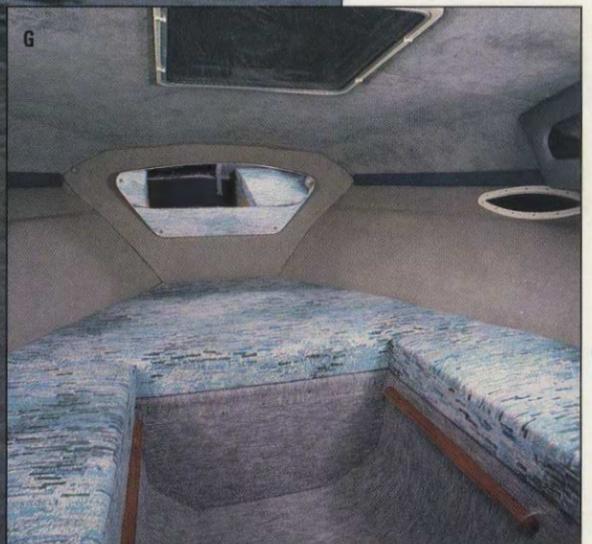
"We took our Ragazza on a 1,200 mile trip up the Mississippi River - she took a lot of pounding with no trouble at all! We're real

happy with it."

Richard Roe, *Wichita*

**SPECIFICATIONS:** The R-21 C.C. 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 the 4.3 L. OMC Cobra, 175 hp.



# R-21 CC DL

E. Standard acrylic convertible top folds beneath rear bench.

F. Companionway and portside window illuminate cuddy cabin.

G. Forepeak mirror reflects fabric V-berth.

# R-23

**"I** always wanted a Donzi - ever since I was a kid. The minute I saw the Ragazza 23 I bought it!"  
John Garbarino, Long Island

Step back from the R-23 and you get an eyeful of traditional Donzi. Low, smooth declines without any hard corners... the famous molded-in swim platform... a sleek, curved windshield... bold, yet tasteful graphics and upholstery.

As beautiful as she is, the R-23 is equally manageable. Her low profile feature, in combination with the Donzi deep-vee hull, make her easy to drive, whether you're running at high or low speed or pulling into the dock.

"Donzis are just made better than other boats," says owner, John Garbarino, who wanted a boat sporty enough for his 21 year old but comfortable enough for his wife. "The workmanship

is excellent!" His choice? The R-23.

Like all Donzis, Ragazzas are built to last. It begins with fabrication. To reduce vibration and increase strength, stringers and void areas are foam injected. Unitized construction bonds the stringers, floor and deck into one unit. Over the long run, Ragazza construction and the Donzi reputation will translate into positive resale value.

The R-23, both the stand-

ard and DL models, are primarily family boats with an 80-gallon fuel capacity that is well-suited for cruising and comfortable overnight outings. There's a hanging locker over which you'll find an AM/FM cassette stereo. An ice box under the jump seat and an in-dash chill box/wet bar eliminate the need to crowd the cabin with a galley. The result is a very comfortable cuddy cabin in an economical space.



A. In-dash insulated chill box is self-draining.

B. Form follows function at ergonomically designed helm, shown with optional compass.



"The interior is especially nice. The quality is there," says Ragazza owner, Rebecca A. Creveling. She's right! Throughout, the construction techniques and materials have been chosen for endurance. The same durable vinyl and high-compression foams used on all Donzis are found on this Ragazza. The result is cushioning that

holds its shape. Those who ride the jump seats will appreciate another Donzi touch; the engine compartment underneath is fully lined with acoustic foam insulation. The result is... shhh... quiet!

Whether you choose the standard model or the Donzi Lounge edition, the R-23 gives you a mid-sized,

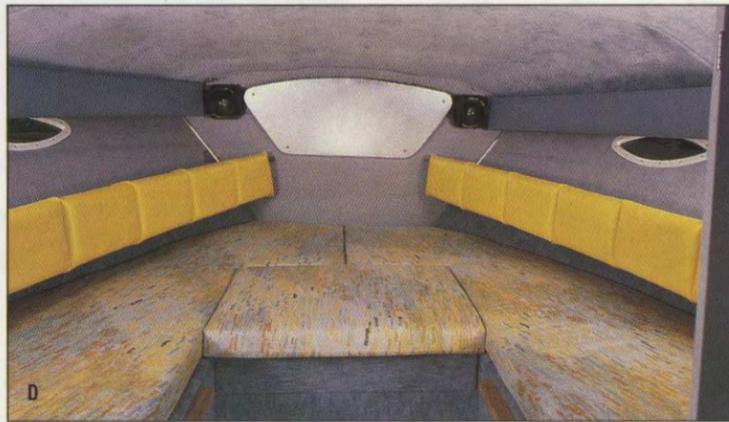
family cuddy cabin built with high quality for enduring value.

"After a year, there's no wear on the coating - no cracking, no separation. We like that. We own a body shop, so we knew what to look for when we bought the Ragazza 23."

Charlene & Jim Hernan,  
Pinellas Park, FL

**SPECIFICATIONS:** The R-23 has an overall length of 23'0" and a beam of 8'4". The draft to keel is 14" and the draft to outdrive is 29". The approximate weight is 3800 lbs. The fuel capacity is 80 gallons. The fresh water capacity is 2.5 gallons and the standard engine is the 4.3 L. OMC Cobra, 175 hp.

# D L R-23



C. DL model offers adjustable bucket seats that coddle driver and companion.

D. Above the fabric covered V-berth, color coordinated bolster cushions hide storage shelves along cabin walls.

E. DL model offers roomy, carpeted storage areas either side of engine compartment.



# R-25

**"W**e like to fish, we like to water ski and we like to go cruising. The R-25 is perfect for us. It does everything we want it to."

Jack Karp, Long Island

Overall, the R-25 is top notch. With the standard 260 horses, she gets on plane quickly and is very forgiving in all ranges of trim. One of the reasons is her 8'6" beam which also explains her exceptional stability and the

spacious cockpit.

The custom wraparound windshield has a center panel that opens for ventilation. Once in the cockpit, note the all-fiberglass construction. Also note the adjustable bucket-style helm seat - it's pedestal-mounted, rotocast construction. On the port side is the standard Ragazza convertible lounge. At the stern, there are port and starboard jump seats. Starboard, there's a convenient transom access door where a fresh water shower is located.

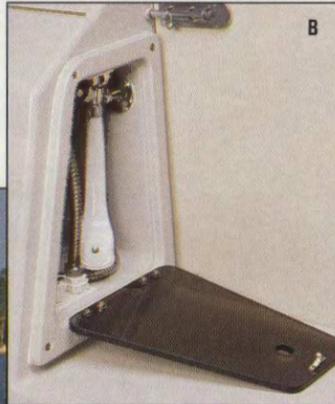
In the cuddy cabin you'll find the amenities present in last year's model, along with some new improvements.

There's an enclosed head compartment with Porta Potti.<sup>™</sup> An enlarged galley area has a stainless steel sink with fresh water tap and

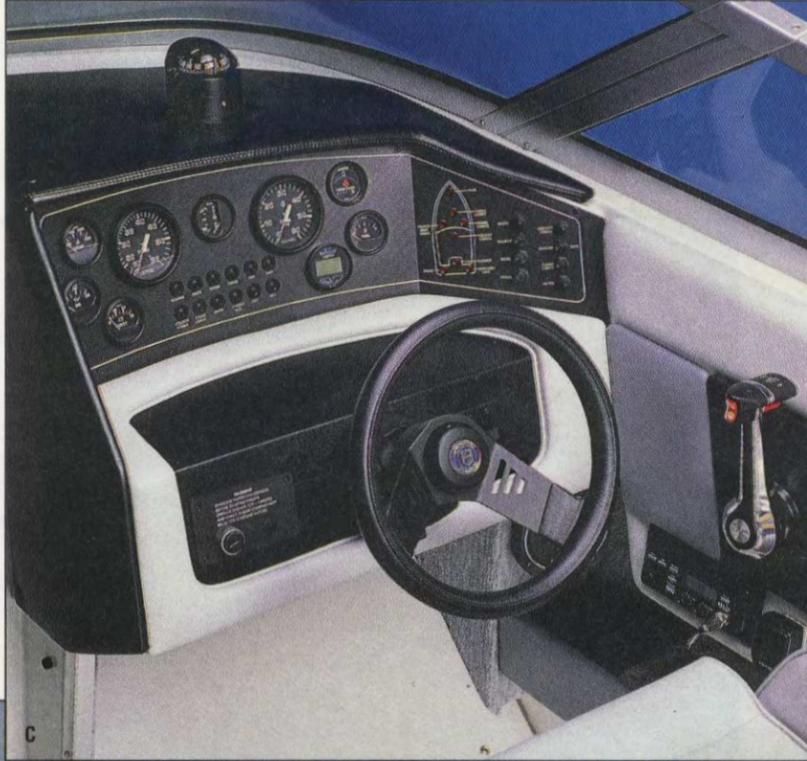
2-cubic foot ice box, plus a non-flare, absorption-type alcohol stove. A removable cutting board offers additional counter space. The



A. In-dash insulated chillbox provides fresh water.



B. Fresh water shower is located on the transom for easy access.



C. Custom Donzi gauges and controls are standard. Optional dash-mounted compass and VHF radio also available.

D. Driver's pedestal-mounted bucket seat complements passenger's convertible lounge.

E. Versatility is evident in the large, self-draining, deck storage compartment.



fabric covered V-berth sleeper includes a bunk filler-cushion that hides a dinette table. Much more than ample storage is located under the V-berth cushions along port and starboard hullside shelves and in the starboard cabinetry. Forward in the cabin, a screened deck hatch allows

for ventilation and easy foredeck access.

The list of standard features on the R-25 is lengthy: International navigational lighting, custom, tempered glass wraparound windshield, custom, lockable, plexiglass bi-fold cabin entry way, with anodized

aluminum frame, custom-welded stainless steel bow rail, chill box, gunwale coaming pad, cockpit courtesy lights, through-bolted stainless steel deck cleats, bilge pump, bilge blower, triple-tested aluminum fuel tank, acrylic convertible top, AM/FM stereo with cas-

sette player, lockable lighted glove box, and fold-down stainless steel ladder on the swim platform.

Take the R-25 tour. Whether it's at the dock or on the move, you can't help but be impressed. Feature for feature, it's a lot more boat than the moderate price would indicate.

"I can't think of a 25' boat that I would recommend more than the Ragazza. If there was one I would have bought it."

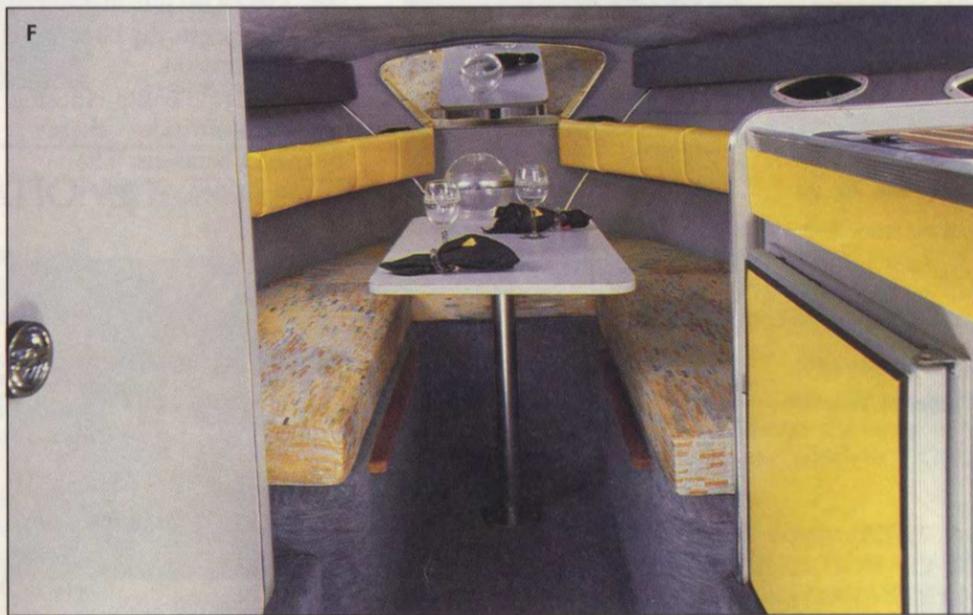
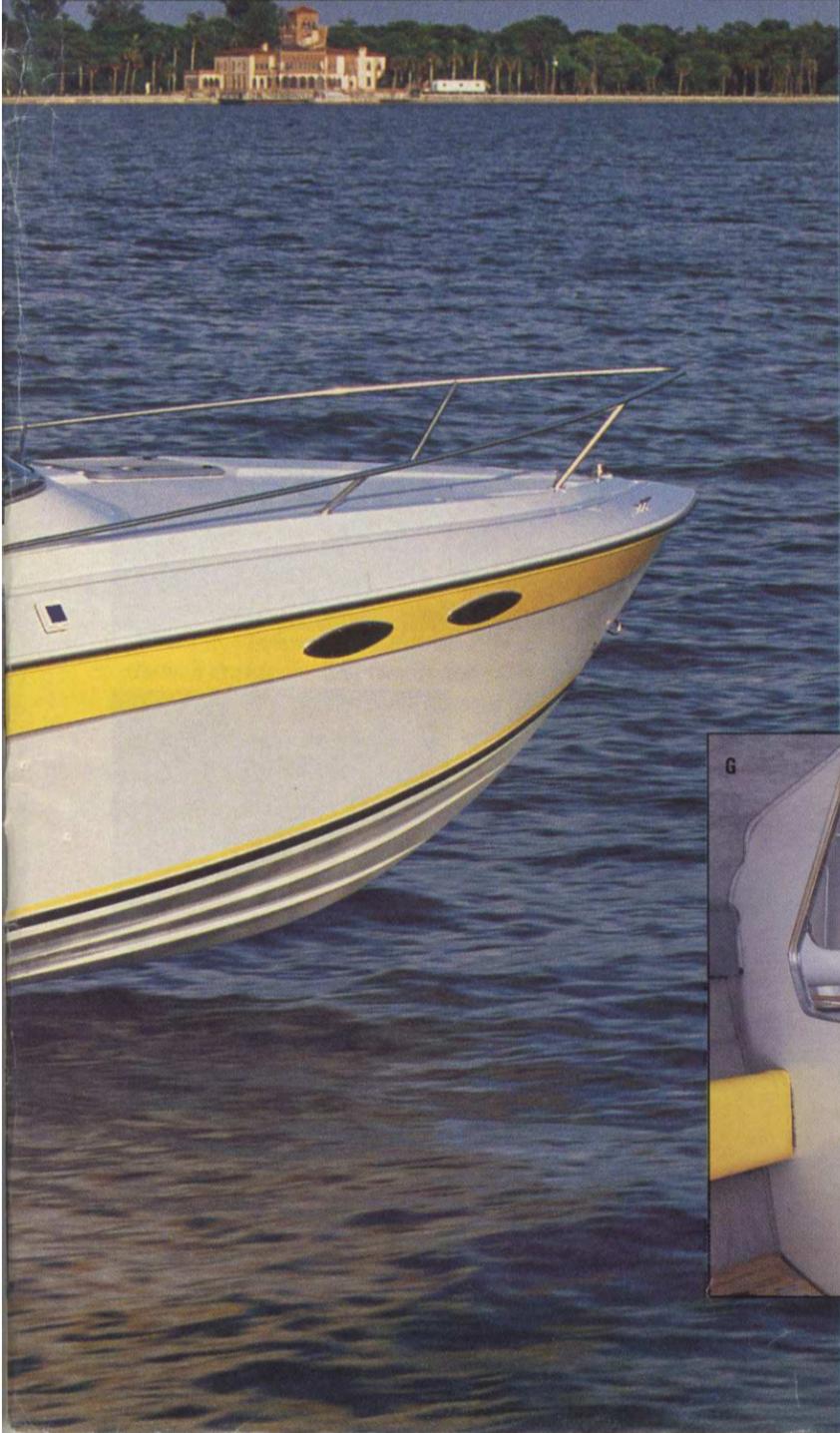
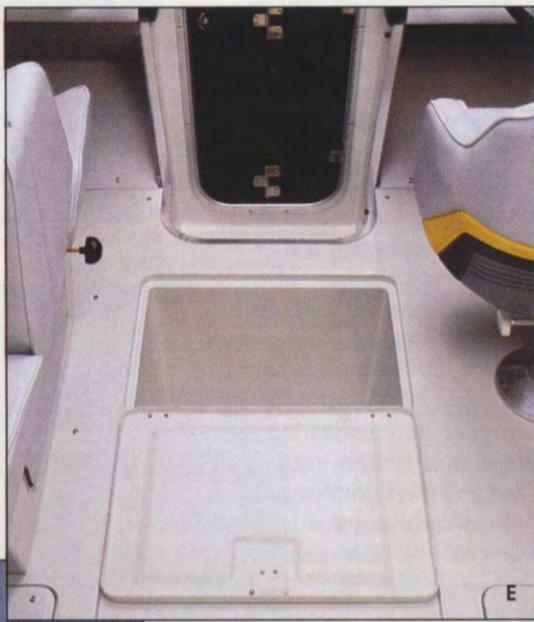
Ron Tiner, Pompano Beach

**SPECIFICATIONS:** The R-25 has an overall length of 25'0" and a beam of 8'6". Draft to keel is 14" and draft to out-drive is 29". The approximate weight is 4800 lbs. The fuel capacity is 73 gallons. The fresh water capacity is 6.5 gallons and the standard engine is the 5.7 L. OMC Cobra, 260 hp. V-8.

F. Removable V-berth filler cushion converts to dinette table.

G. Removable cutting board hides absorption-type alcohol stove. Also standard; 2-cubic ft. icebox and built-in AM/FM stereo.

H. Cabin boasts an enclosed head for privacy.





# Donzi Dudz™

Since the four years that Donzi Dudz emerged on the fashion scene, a very strong nautical influence with a European nonchalance has taken the industry by storm. Sailor motifs, signal flags and speedboats are no longer exclusive to yachting clubs and boaters. Donzi Dudz was

off and running when the others were warming up.

Bathing suits are this year's biggest newcomer, and "was a natural introduction to the Dudz line," says Creative Director, Kathy Genth. "They were the missing link for us." On land or sea, Donzi has you covered.

Boat shoppers, buyers, and lovers have learned to look for the unique 45' trailer that transports a mobile showcase for the extensive clothing line, including satin jackets, 100% cotton shirts & sweats, and trademark cologne. Sunglasses, license plates and Italian knit sweaters also go along for the ride and are available at many of the boat shows.

Donzi Dudz catalogs can be obtained by contacting Donzi Dudz at (813) 355-9355, ext. 338 or by writing at the address on the back of this publication.

Whether in boats, clothing or just in attitude - there's only one decision: The Donzi Decision. 



A. High cut, one piece black Donzi suit. S-L



B. Very Popular Polo Style, blended poly/cotton shirt. S-XL



C. French Terry, 100% cotton-one size!

D. Wave Washed® 100% cotton french terry—one size!

E. & F. Sleek satin jacket, now for the kids too! Fleece lined, cozy! XS-XXL

G. Gold mylar/black 2 piece suit. Great fit! S-L







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