

D O N Z I.



P O R T F O L I O

CATALOGO GENERALE

DONZI® MARINE CORPORATION PORTFOLIO

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SPEEDBOATING REDEFINED

THE DONZI, DEFINED.

Donzi. It sounds Italian, and possesses European lines. Check the engineering, and you'd swear it was created by the perfectionists at BMW. But it's built in America. So just what is a Donzi?

The truth is a Donzi is built for an owner who will simply never compromise for anything less than the very finest.

Donzi is perfectly content to let the giant boat companies crank them out by the thousands, cookie-cutter fashion. Donzi's goal is to build the very best, not the best seller.

Donzi refuses to fall into the trap of changing their boats for the sake of change and the hoopla that surrounds the year-in, year-out introduction of "brand new in every way boats."

"Rubbish" we say. New models from the keel up, yes. Improvements, definitely. Grandstanding, never. It's one of the reasons the outstanding resale value of a Donzi continues to baffle the marine industry "experts."

Donzi believes a boat is a boat—pure and simple. So unless one has fallen into the hands of a misguided owner who repainted it, you'll never see a Donzi that looks like a floating juke box. No outlandish graphics. Just a classic boat. (Note: The few character stripes on a Donzi are *painted* on by hand.)

The smiles on the faces of those who style and engineer Donzi boats speak volumes. They are charged with creating the finest—not reporting to the cost accountants or the corporate marketing whiz kids. It's not how much they can take out of a boat, but rather how much they can put in. A goal of the highest order.

Example: The design team recently looked at dozens of steering wheels. They selected a leather wheel manufactured by Momo of Italy, supplier to Ferrari, Porsche and Lotus. It costs 10 times the price of a very decent vinyl imitation. But it was simply "the best available." End of decision making.

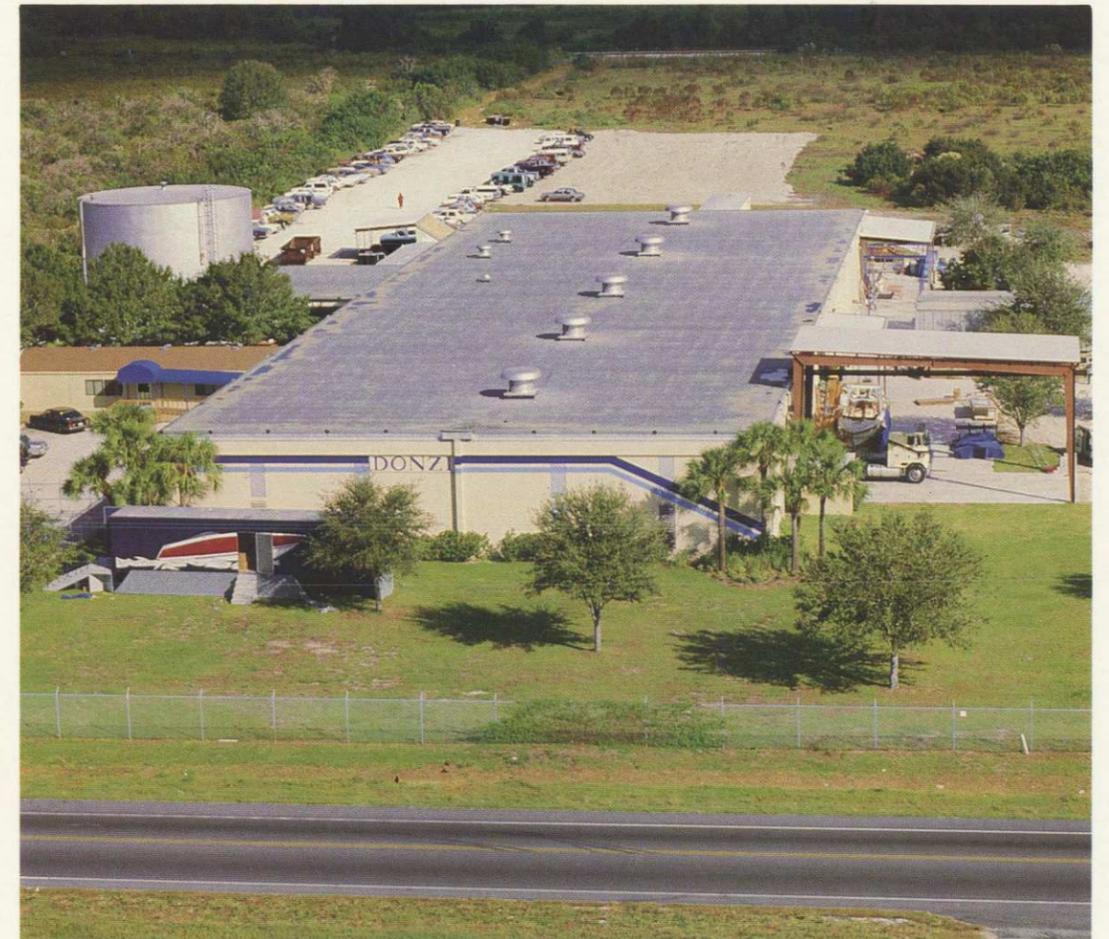
Example: Lift the carpet on an ordinary sportboat and you'll probably discover wooden floorboards. Unsnap a Donzi carpet and you find a completely finished fiberglass panel. "It's better," say the engineers. End of discussion.

Example: There are many fine suppliers of instruments. After exhaustive testing, Donzi engineers have come to the conclusion that, although they cost more, VDO instruments are the "right stuff." That's why you'll find them in Mercedes-Benz, Rolls Royce, BMW and Donzi.

LOOKING FOR *THE ANSWER*, NOT AN ANSWER.

Donzi engineers are a rare breed of individuals who simply refuse to shout "eureka" when they find an answer. They keep searching to beat the solution, find *the BEST answer*. That's why you'll find the chief engineer's office littered with product samples. A rubber sealed wiring harness, waterproof connectors, seats with welded stainless frames and lumbar supports. The search continues, day in, day out.

Every Donzi is designed and engineered more like an aircraft than a typical boat. Components are constantly evaluated for performance and weight. The result is a craft that is almost "bullet proof," yet is fast and fuel efficient.



THE DONZI PEDIGREE

Don Aronow's Formula boats were churning up the offshore waters in the early 60's on their way to marine history. In 1964, Thunderbird (when Dick Genth was Vice President) bought the models and the name from Aronow.

Not content to sit on his laurels, Don designed a 16, 19 center console (one of the first in the industry) and a 28 footer—soon to be joined by a 19 Hornet and an 18-2+3. Since Aronow had been called Donnie by his family for years, he named the new line Donzi.

Teleflex, a company entering the marine industry, bought Donzi from Aronow in 1966—ostensibly as a floating test bed for its products. John Chisholm and his brother, Tim, were executives with Teleflex at that time, and when their interest in Donzi exceeded the parent company's, the brothers bought it a year and a half later.

The original Aronow design was one of the first deep Vs in the world, with a 24° bottom as opposed to the 17°-19° hulls of competitors. The advantage was most pronounced in rough water running, and Donzi racing boats often recorded victory margins of hours, not minutes. This design superiority resulted in the nickname "Damn Donzi"—coined by competitors left in its wake.

Donzi was more than just a race boat. Weekend enthusiasts, show business personalities and assorted Shahs and Sheiks all put in their orders for the limited production models. The Secret Service ordered a fleet to protect President Johnson when he "relaxed" on Lake LBJ. The Donzi "cult" was in full swing.

In April of 1985, after 17 years of ownership, John Chisholm sold Donzi to Jack Staples and Dick Genth saying "It's a marriage that will greatly enhance the image of Donzi."



Jack Staples. Chairman of the Board.

Jack is a boating enthusiast who learned the business on the firing line as a dealer for Wellcraft. Following that success, he became a major real estate investor and founded Vita-Stat Medical Services, an electronics firm producing critical care and monitoring equipment which he later sold to the Squibb Corporation.

A devotee of fine machinery, be it automobiles or speedboats, Jack is far more comfortable talking about ways to perfect a Donzi over a short order lunch across from the plant than he is making small talk at the yacht club.



C. Gordon Houser. Executive Vice President.

If you're in the Marine Industry and you haven't heard of Gordon Houser, you've probably been hiding under a rock for the past quarter century.

After leaving the retail marine business, Gordon became plant engineer for the Thompson Boat Company in New York. When Chris-Craft bought Thompson, Gordon transferred to the Pompano, Florida headquarters of Chris-Craft as Sales Promotion Manager and Director of Advertising. Except for a 3 year stint with CBS publications (Sea Magazine) Gordon was with Chris Craft until 1985 when he left his position as VP of Advertising and Public Relations to join Donzi.

Gordon serves on an extensive list of marine industry committees and associations, and has been judging antique craft for 15 years.



Don Westerman. Director of Engineering - Sportboats.

There's one in every neighborhood. A kid who can fix anything, make anything, build anything. Don was that kind of boy. He went on to study Architectural Engineering and to Boeing Aircraft in Seattle.

After studying Marine Architecture, Westerman combined his aircraft engineering background with the marine industry. His classroom became the offshore waters of South Florida where Don and Dick Genth combined to coax additional mph out of Thunderbirds. Prior to joining Donzi, Westerman was designing prototype boats for Murray Chris-Craft.



Mike Collins. National Sales Director.

It's easy to spot Mike on the highway—his license plate reads DONZI.

Mike's experience in the marine industry stretches back over two decades to the early sixties when he was with Thunderbird. From there he went on to Wellcraft and was most recently Southeastern District Marketing Manager for Murray Chris-Craft.

Mike has a simple philosophy for selecting Donzi dealers—he will appoint only the very best—and reward them with the very best factory support in the industry.



Dick Genth. President and Chief Executive Officer.

A former test pilot, Dick can be described as a hell-bent-for-leather ocean racer. In the sixties, he was competing against Don Aronow's Damm Donzi (now he's getting even). In 1984, as president of Chris-Craft, he won the Golden Gate to Spruce Goose Chase leaving Wellcraft, Cobalt, Baja, Executioner, Cigarette and Formula in his wake.

But Genth is more than just speed. He's a no nonsense marine executive, who, in the past 22 years, has been president of Thunderbird, Wellcraft and Chris-Craft. There is no better track record in the boating industry—and no better choice to be president of Donzi.



Joseph Schemenauer. Vice President of Finance.

Joe received a degree in finance from Bowling Green State University with a minor in production control. He's been combining those two disciplines ever since. Before joining Chris-Craft's Marine Power Division in 1977 as executive in charge of finance and plant operations, he spent 8 years in a similar position in the mobile home industry.

In 1980, Joe became Chief Financial Officer of Chris-Craft Industries and most recently held a similar position at Burns Craft in Muscle Shoals, Alabama.

A fisherman and a boater, Joe brings the ability to build a strong financial team and structure to Donzi.

TEAM DONZI TODAY

The executives running Donzi today are lifelong boaters who combine idealism with good business sense. The Donzi reputation could not be in better hands.

In the words of President Dick Genth, "For 20 years I was trying to build sales for others at major boating companies. Now I am starting with a clean slate and all I have to worry about is building the best boats possible. I couldn't be happier."

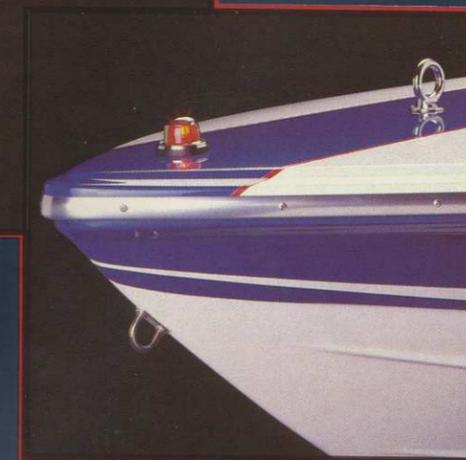
There is an air of excitement and enthusiasm as you walk through the Donzi plants in Lauderdale Lakes and Bradenton, Florida. For many it's a happy reunion with the new management team—having worked with them at other boat companies. For others, who have spent a career at Donzi, it's the chance to see the brand reach new heights. For all, it's a challenge to build the very best—for the discerning few who will accept nothing less—Donzi owners.

Donzi. A classic in its own time.





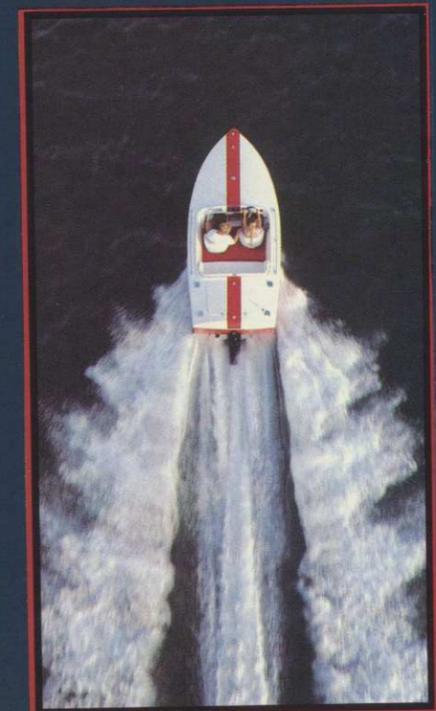
The Donzi. 18 - 2 + 3



It's 18 feet in length...but every inch a Donzi. The 18-2+3 features the classic Deep V speedboat hull powered by 260 Mercruiser horses. From the thru-hull exhaust to the custom leather Momo wheel, this is a boat that begs to go. And at just 2,250 lbs. it will...at will.

Like all Donzi machinery, the 18-2+3 features hand lay-up construction throughout...no "chop" is ever used...not even in the deck. Engine mounts and trim tabs are through-bolted. Even a Coast Guard kit is standard.

The 18-2+3 is the best selling Donzi in history, and with good reason. Whether it functions as a high performance sport boat, a ski-boat or a yacht tender, it offers its owner brilliant performance and timeless design. It's a Donzi tradition.

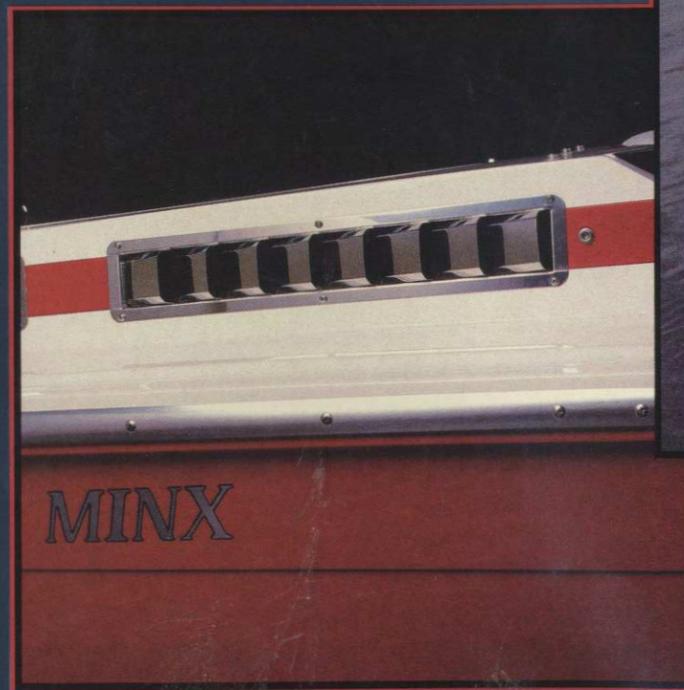


Donzi simply refuses to build "stripped-down" boats. So even the least costly Donzi, the 18-2+3, features complete VDO Blue Line instrumentation (also found on Mercedes-Benz motorcars), an 80 amp marine battery with color coded electrical system, a 42 gallon fully grounded fuel system with shut-off, electric gauge and chrome on brass filler and vent.

You'll also find a bilge blower, automatic and manual bilge pump, running lights, fire extinguisher, adjustable bucket seats, tonneau cover, lifting rings, towing eye, and stainless cockpit rails. Even life vests, dock lines and a Donzi racing team bag.

And since every 18-2+3 is completely tested in the water before it is shipped, all you have to do is add fuel, turn the key and go.

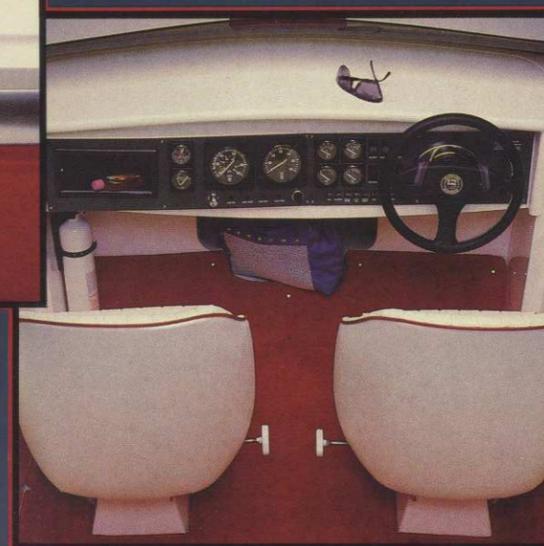
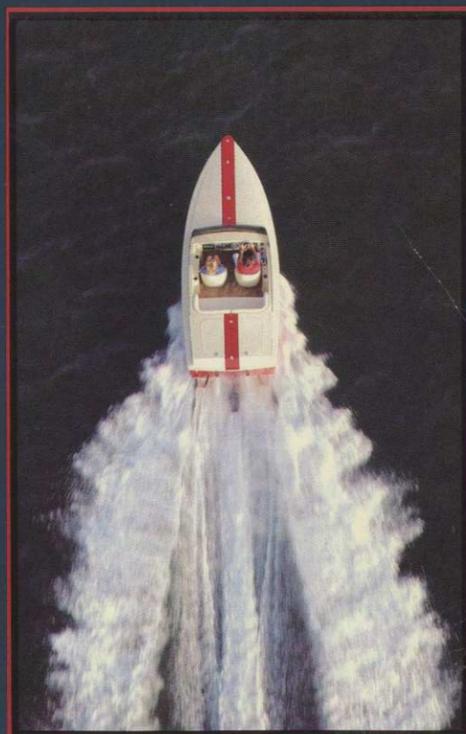
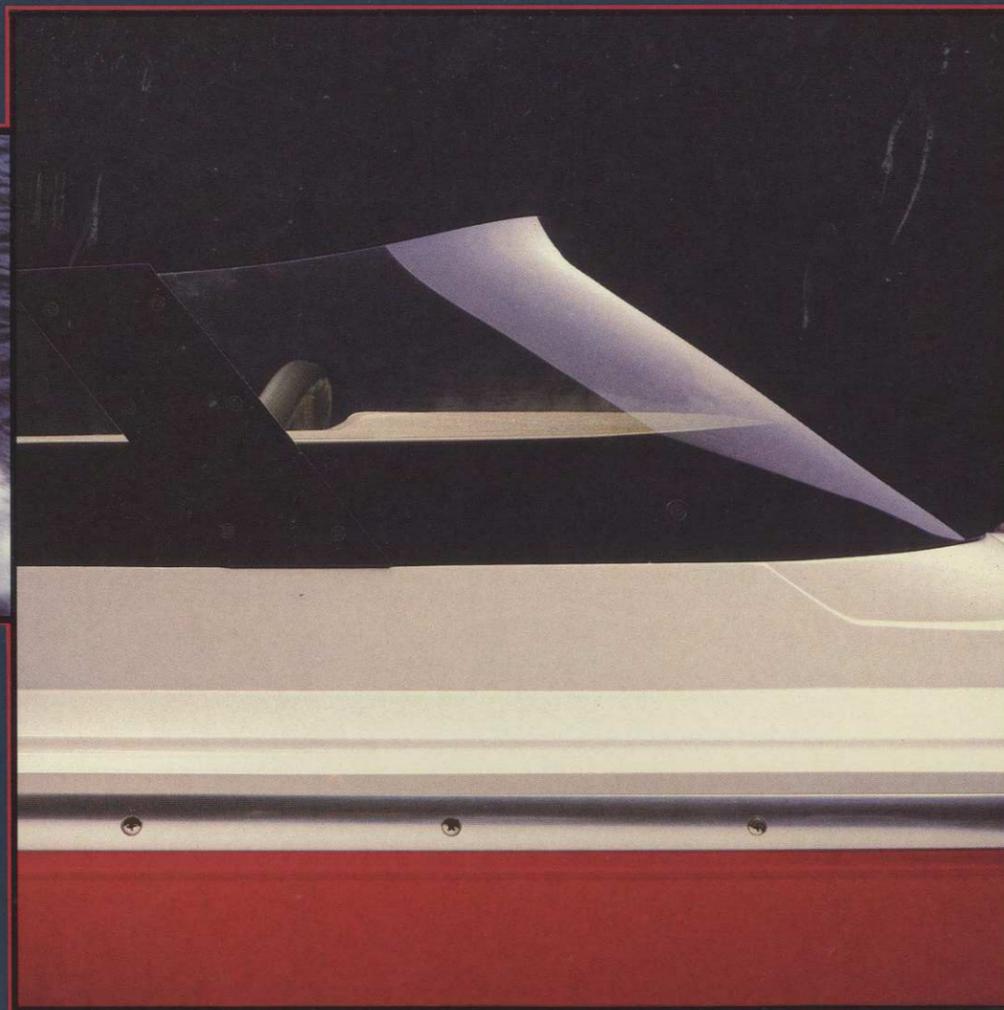
The Donzi Minx.



At rest, the Donzi Minx looks as if it could fly. Turn the key, slam the throttle forward and it will. With a 260 hp Mercruiser or the 300 hp option, the Minx is 20 feet, one inch and 2,700 lbs. of pure Donzi, pure performance.

A special venturi windscreen deflects air up and over you and your passengers when running at speed. The seats and controls are designed to make you feel relaxed yet in command. This is speedboating at its very best...redefined, if you will.

Like all Donzi models, the Minx is available in a generous variety of color combinations and harmonizing interior packages...each one a statement of taste.

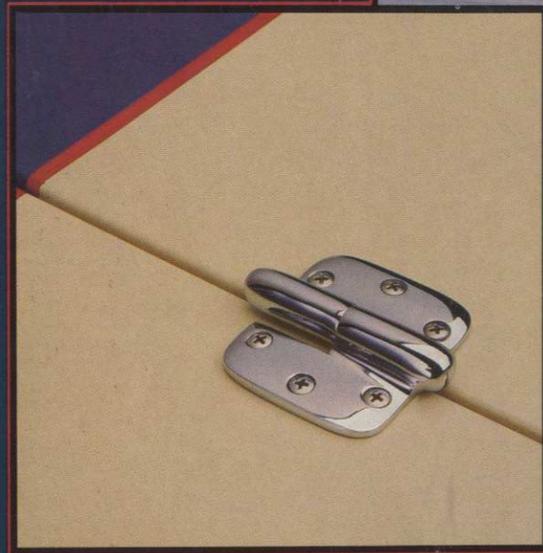
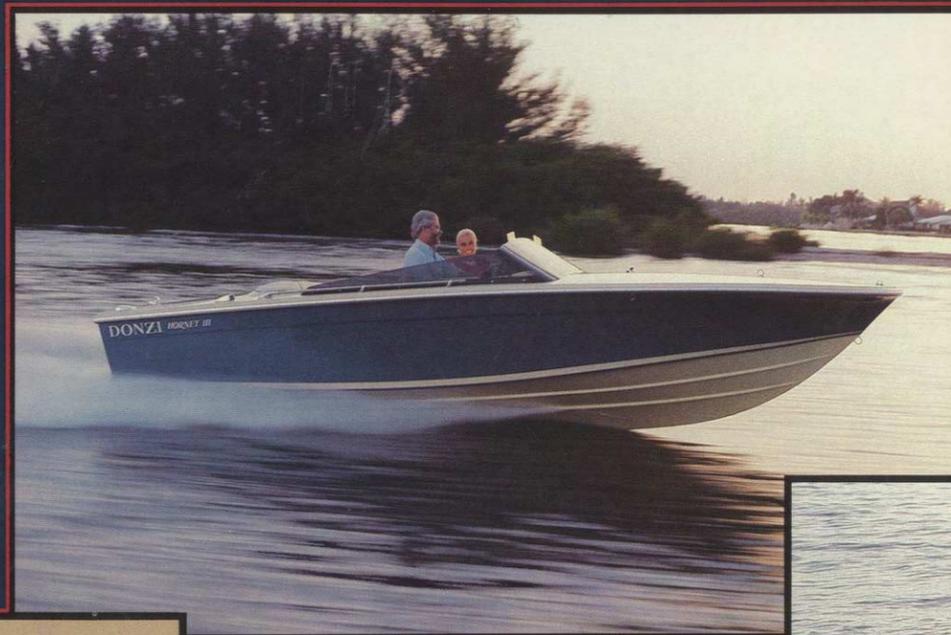


The Minx features adjustable custom bucket helm seats finished in top grade vinyl, drink holders and arm rests.

Standard equipment on the Minx includes complete VDO Blue Line instrumentation, a 12 volt, color coded electrical system with 80 ampere-hour marine battery, 40 gallon fully grounded fuel system with chrome on brass filler and vent, bilge blower and automatic and manual bilge pump, trim tabs, tonneau cover, lifting rings and towing eye, portable horn, fresh water flush, fire extinguisher and more.

In fact the Donzi Minx is so complete the only options are an air horn, stereo and shipping cover.

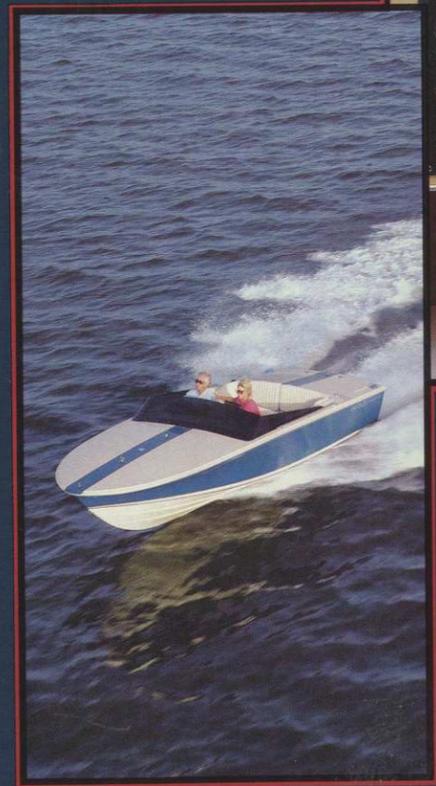
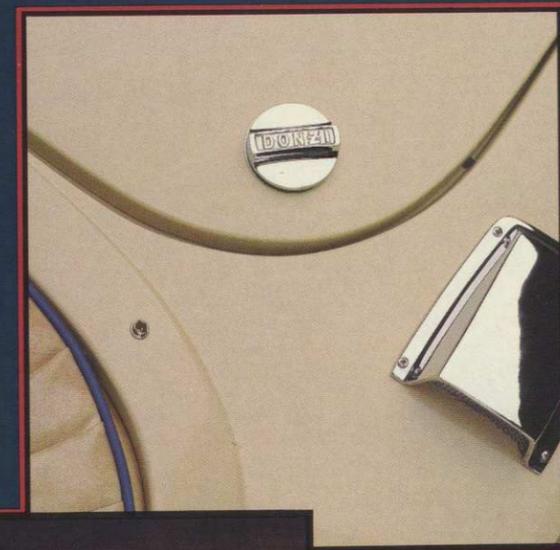
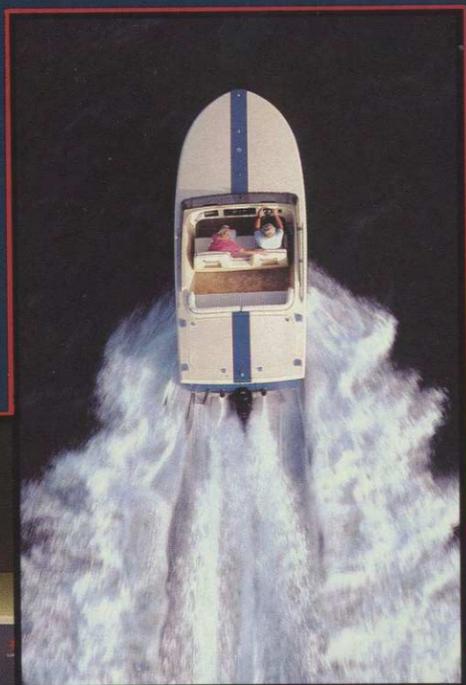
The Donzi Hornet III



The Hornet is a pulse quickening speedboat that rewards its owner with spacious comfort in a 20 footer. The 7'10" beam means six or more adults can thrill to the performance of up to 330 optional horsepower. In addition, this generous beam means comforting stability and maneuverability.

Bulky items such as scuba gear and tanks stow neatly in the roomy engine compartment. Below there's a custom designed aluminum fuel tank that holds 42 gallons. Above, deck hardware manufactured to Donzi's exacting specifications.

The Hornet III, a full classic by Donzi that's carefully designed and engineered to maintain it's preeminent status in the boating world for years to come.



Donzi's instrumentation is the result of painstaking evaluation and testing for reliability and instant readability. The VDO units employed in the Hornet III feature a complete warning system and are the perfect compliment to the hand crafted leather Momo wheel.

As you expect from Donzi, the Hornet III is completely outfitted right down to the dock lines. Even a cigarette lighter and a Donzi racing team bag are part of the complete package.

Easy maintenance is another feature of the Hornet III. The upholstery snaps out for a quick clean-up. The carpet unsnaps from the fiberglass inner liner for dock-side vacuuming. There's even an engine room light to brighten up the mechanicals.

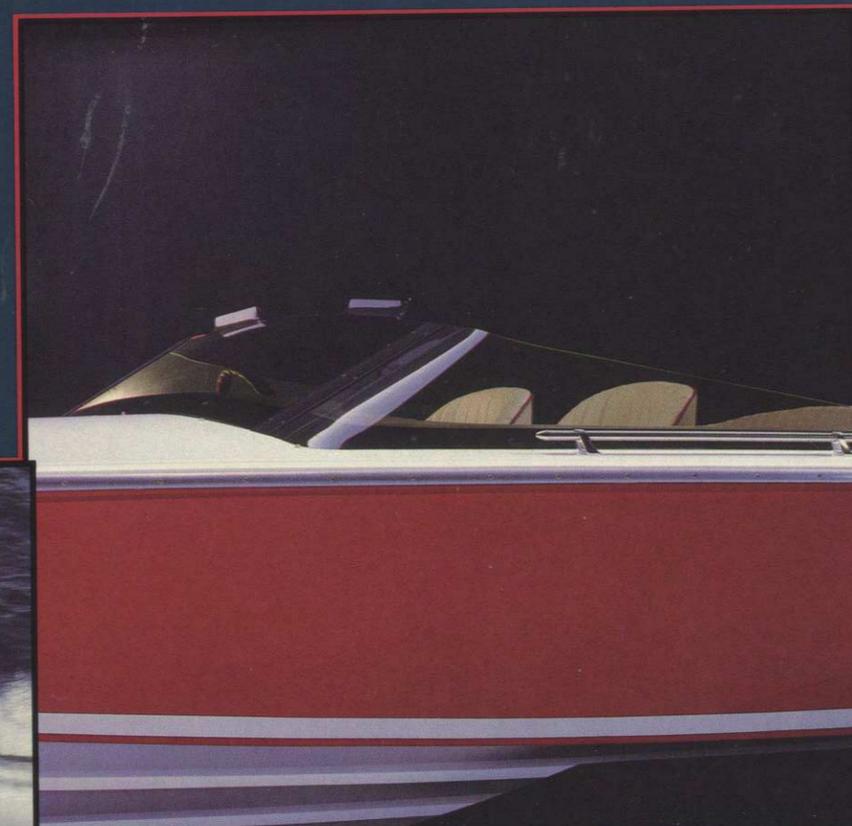
The Donzi 22 - 2 + 3



Long and lean, with the heart of a thoroughbred...that's the Donzi 22-2+3. Aircraft construction techniques keep the gross weight to just 2,900 lbs., while optional Mercruiser power puts up to 330 hp at your command.

It's swift responses and seaworthy handling that make the 22-2+3 the "sports car of speedboating." Yet for all its performance, the 22-2+3 abounds in creature comforts. Dual front bucket seats cradle the driver and passenger. A wraparound rear seat provides room for three adults to stretch out and enjoy the ride. And there's built-in ski storage.

The Donzi 22-2+3...state of the art engineering and Donzi craftsmanship...an unbeatable combination.

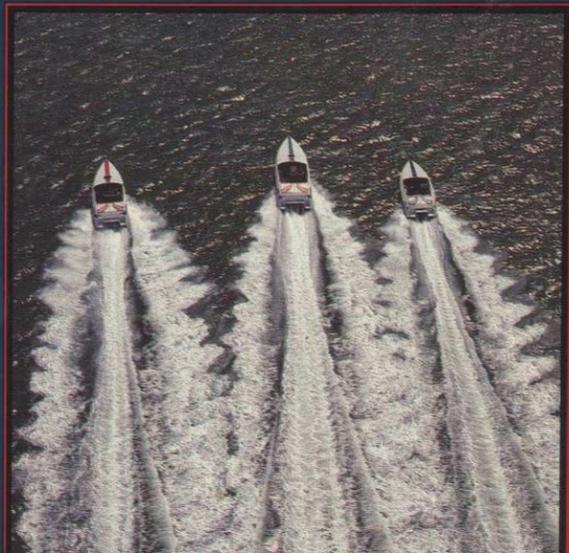


The ordinary boater often wonders why a Donzi...such as the 22-2+3 costs more than the typical 22-footer. The fact is that Donzi speedboats are not built for the ordinary boater.

They are crafted to perfection for the few who can appreciate high-tech hull materials such as Coremat and Proform mat. For those who admire gelcoated hulls instead of stick-on graphics and for the demanding core of performance enthusiasts who insist on a boat that's as tough as an anvil yet light enough to leave the competition in its wake.

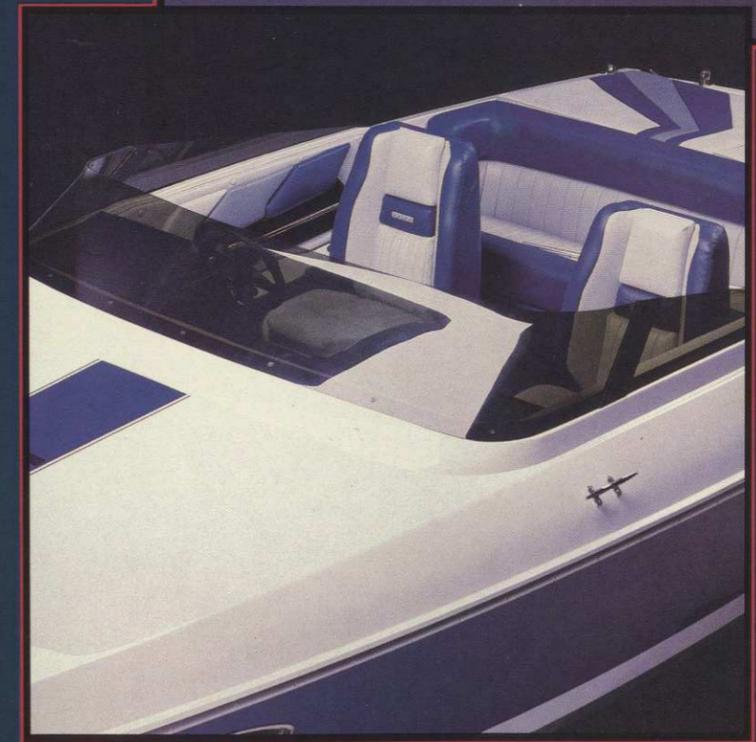
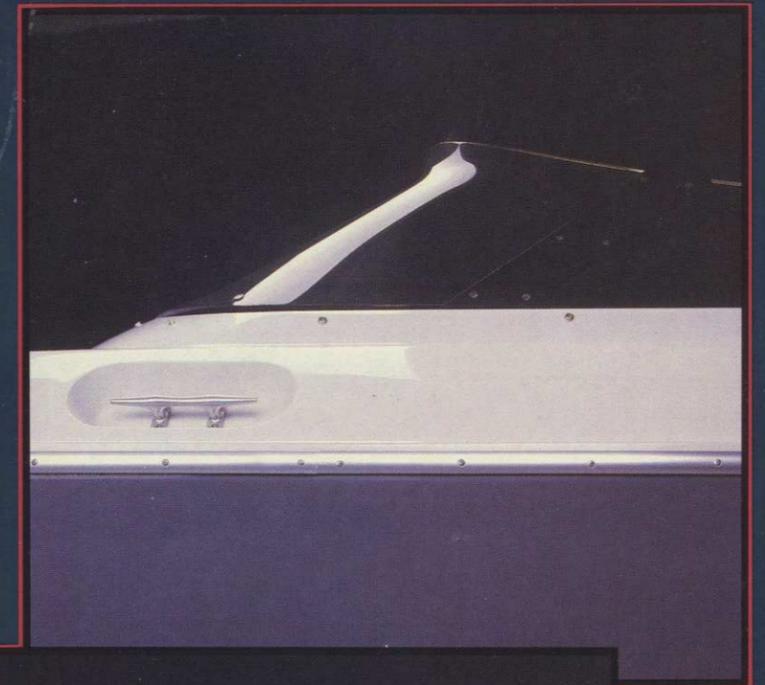
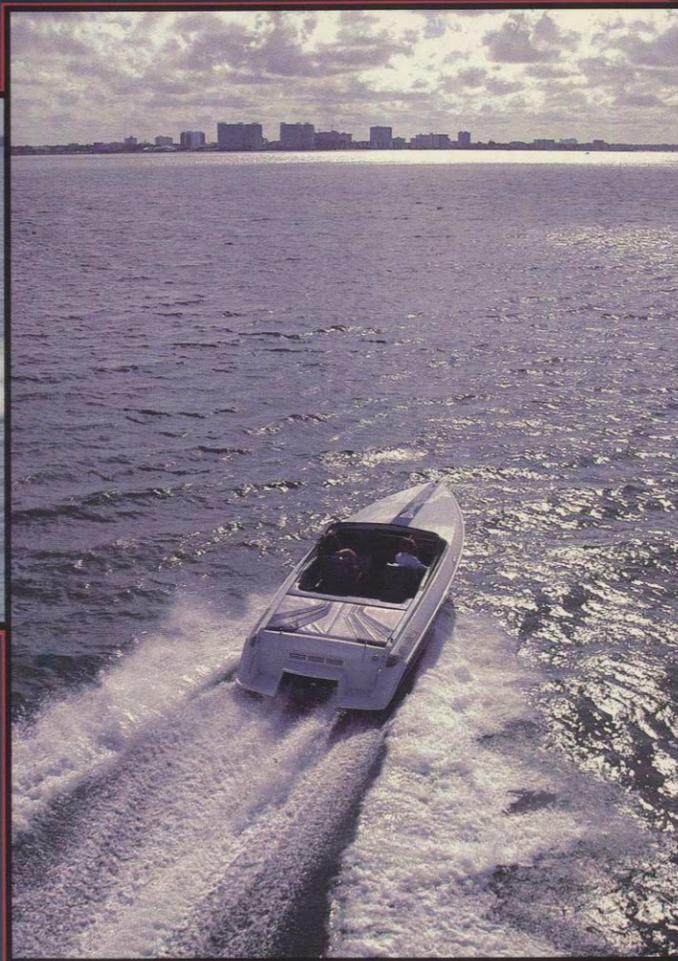
The 22-2+3 is just such a boat. And when you consider just how much is standard, it really isn't expensive. It's a genuine, 20th century marine bargain.

Second generation classics by Donzi.
The Z boats.





The Donzi Z25.

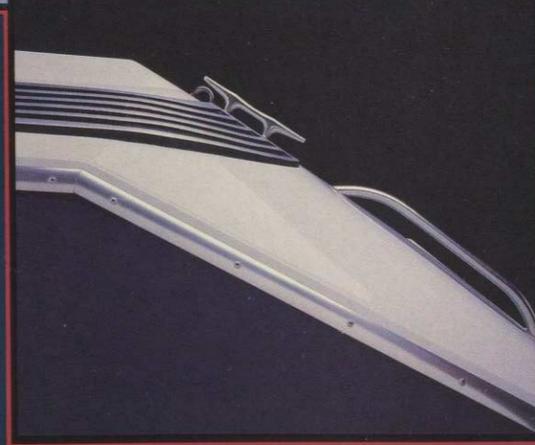
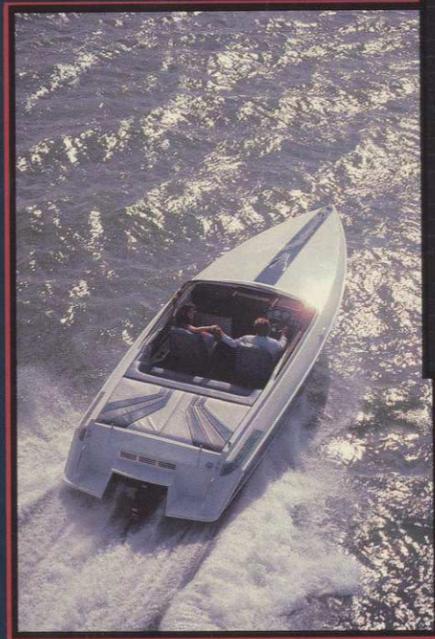


It's the start of the Donzi second generation. The Z-25. A clean sheet of paper. A refreshing design that is destined to become a speedboating standard.

The Z-25 features a 24'7" deep V hull with an 8'6" beam. Single screw power up to a Mercruiser 370 horsepower engine. And sleeping room for two in the forward cabin. The stern features built-in swim platforms. And the venturi windscreen does just that...it directs the wind up and over the occupants.

Anatomically designed seating is standard along with an electrically controlled fore and aft adjustment of the helm seat.

It's as comfortable as it is quick, the Z-25 by Donzi.



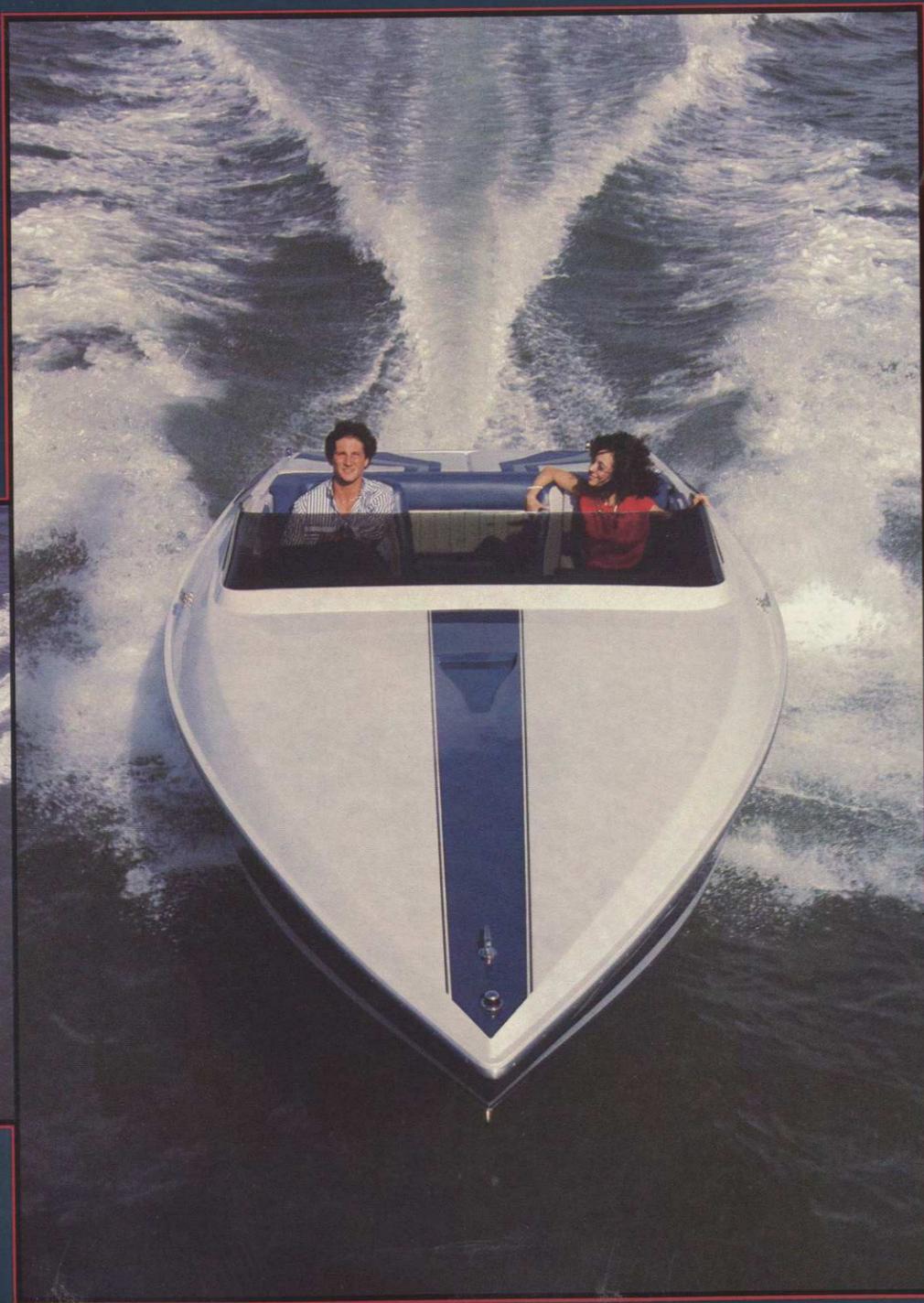
When you buy a Donzi, you buy a commitment to excellence from every employee of the company...top to bottom.

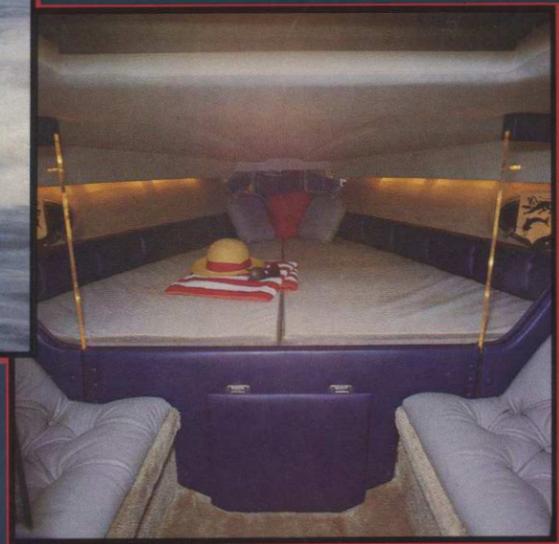
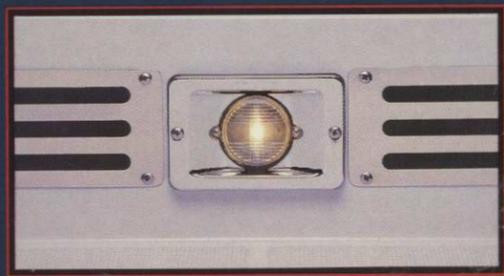
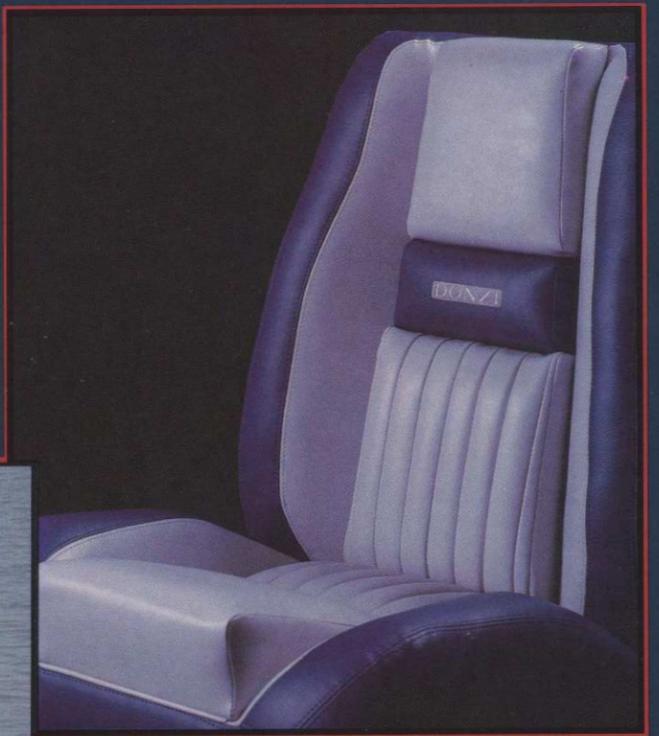
The Z-25 is a perfect example. Molds are constantly buffed and waxed to perfection, then hand laid up. Unlike competitors, no "chop" or sprayed glass particles are ever used. Simply because this less expensive method is prone to variations in hull thickness.

The hull is allowed to cure overnight...not popped from the mold prematurely. As a result, it has the look of porcelain.

Upholstery is custom-made in-house of the toughest grade materials available...and mounted on stainless steel frames.

It's all part of an unending quest to build the finest boat the world has experienced...a Donzi.





When you compare a Donzi Z-25 to other boats in its class, you'll make a startling discovery. The Donzi bristles with standard features that others list as extra cost options...or don't provide at all.

For example, the Z-25 has Aeroquip fuel lines, a 105 amp hour battery, battery crossover switches, a circuit breaker electrical system, cockpit cover, electric hatch lift, adjustable helm seat, engine room lights, fresh water engine flushing, Halon automatic fire extinguisher, Kiekhaefer shift-throttle controls, leather cabin seats and steering wheel, stainless steel Cleaver prop, premium Kenwood stereo system, through hull exhaust, trim tabs and more. Standard.

It's all part of a total effort to build the very best...not a low priced best seller.

The Donzi Z-29.



Donzi introduces a twin power classic...the Z-29. With optional power up to 600 hp, the Z-29 is a comfortable high performance offshore machine of outstanding capabilities.

Blessed with a time proven deep-V hull, 28'-4" in length, with an 8'-6" beam, the Z-29 can take on the toughest seas and come through ready for more.



But performance is just one aspect of the Z-29. Below you'll find amenities like twin berths, enclosed head, and a galley with refrigerator.

The Z-29. It's the rebirth of the twin engine Donzi era.

The option list on the Z-29 is remarkably short...just four items. The reason is simple. At Donzi we refuse to play the stripped down game. Each boat we build is outfitted the way we believe it should be delivered to its owner.

As a result, the Z-29 has dozens and dozens of traditional "options" as standard equipment. Plus dozens more that are unavailable on many competitive boats at any price.

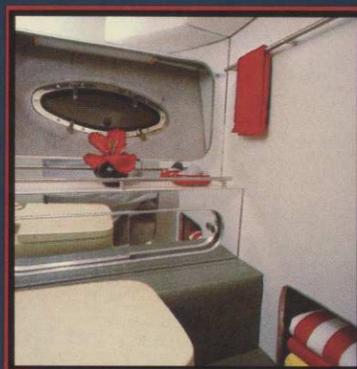
For example, the Z-29 features bulkhead mounted engine accessories, an electric adjustable helm seat with a stainless steel frame, engine room lights, VDO Blue Line instruments, a fresh water engine flushing system, aircraft standard fuel lines, electric engine hatch lift, K-planes with mechanical indicators and more...all standard.

In fact the only tough decision to make when ordering your Z-29 concerns gelcoat color.





DONZI

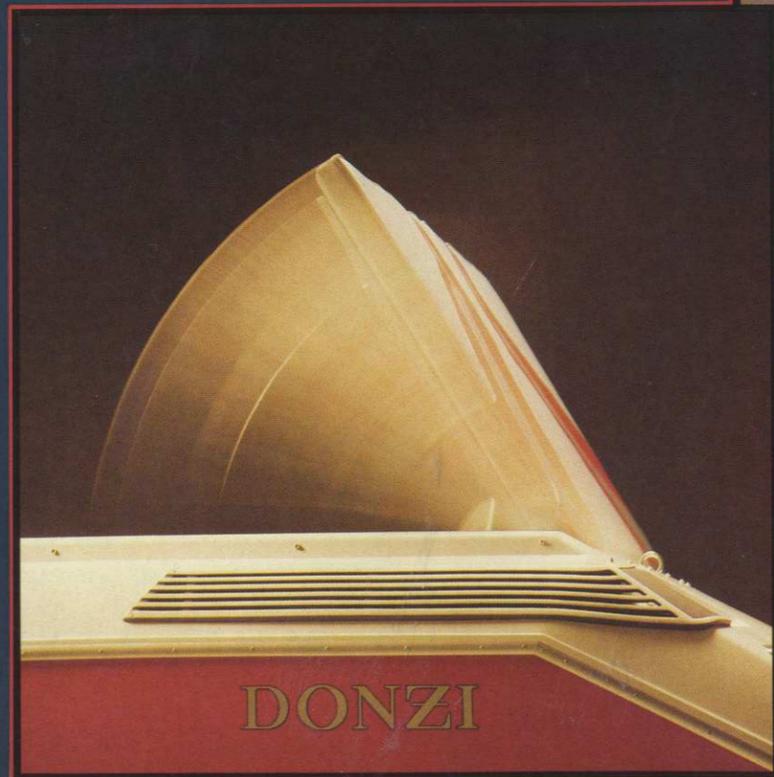


It's an economic fact of life. Products of the first order of quality retain their value...while lesser competitors depreciate year after year.

If you've owned a Mercedes-Benz or a Porsche, you can appreciate the way true quality goes against the grain of typical depreciation tables.

In the marine industry Donzi is the textbook example of value retention. Just check the prices of a ten or even twenty year old Donzi. Startling...but not really surprising. Simply because a Donzi is built to last. Donzi owners take a special pride in their craft. And simple classic lines override the fads.

The Z-29 is the latest example of the Donzi mystique...and one that will favor its owner for decades to come.



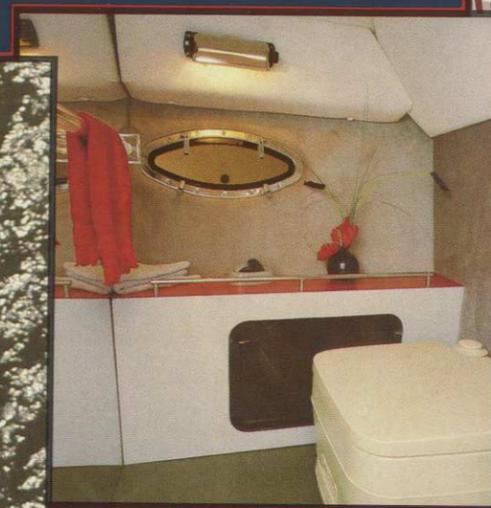
The Donzi Z-33.



Donzi takes speedboating to the outer limits with the Z-33. Engine options up to 880 horsepower deliver the power to twin Cleaver props. With a deep-V hull of 32' 4", the Z-33 is the ultimate speedboat for the demanding few.

The forward cabin provides sleeping accommodations for two, a galley, refrigerator and enclosed head. Fully trimmed in soft glove leather, the cabin features mirrored surfaces, integral plexiglass lighting and a premium Kenwood stereo system.

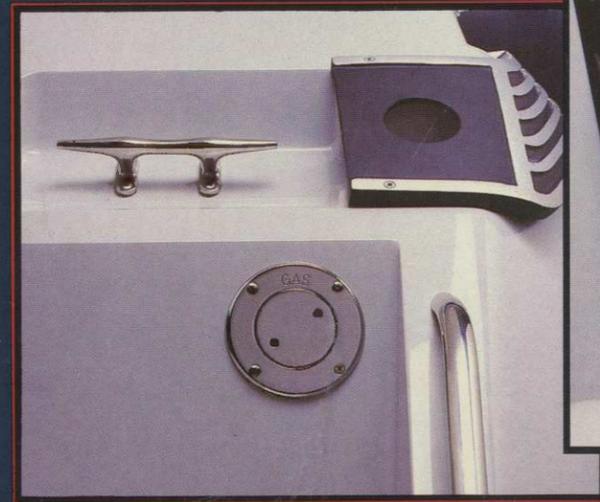
At the helm you'll find a leather Momo wheel, VDO Blue Line instruments, Kiekhaefer controls, a venturi windscreen and an electrically adjustable, anatomically designed helm seat. In short, nothing but the very best for the flagship Donzi speedboat...the Z-33.

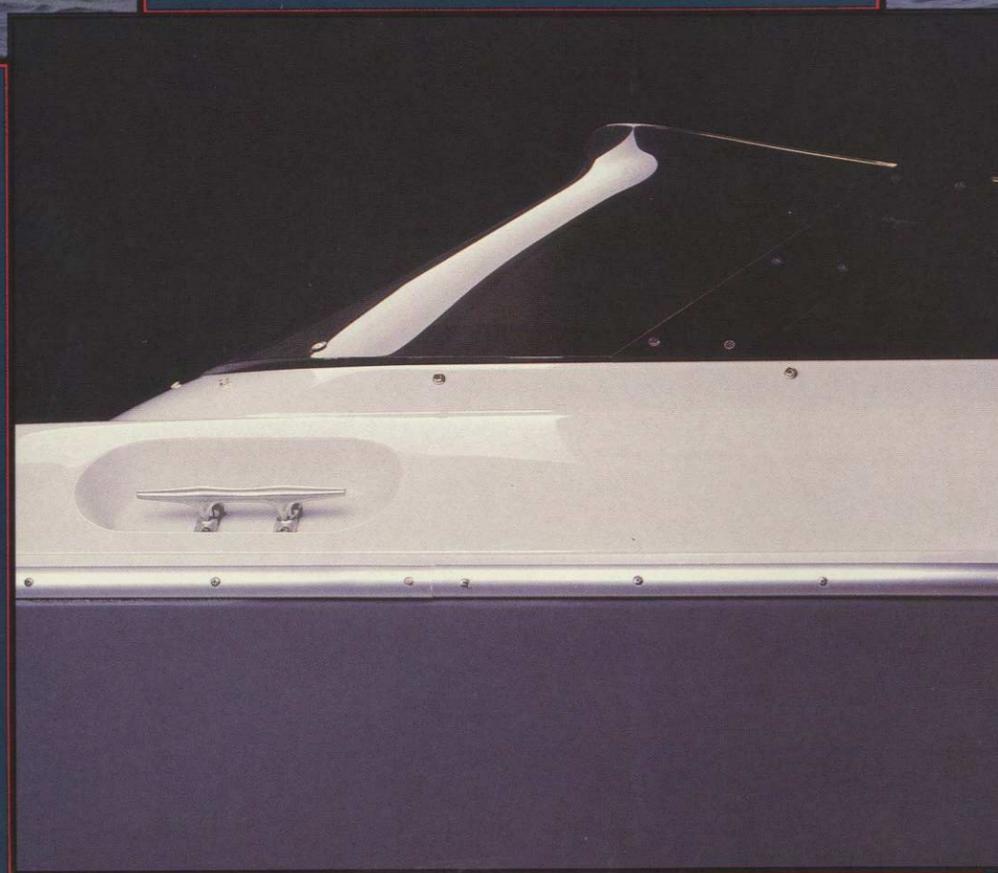


From the very beginning, Donzi has refused to follow the fads in boating design. Function, not fashion has always been the guiding force. That's why an early Donzi is a modern day classic.

The Z-33 continues the classic, no-nonsense tradition. Swim platforms are integrated into the hull design. The tip of the windshield curves forward to send the slipstream up and over passengers. Each piece of hardware is manufactured to the Donzi demand of function, not flash.

The Donzi Z-33, it is what it is...the ultimate classic speedboat.





The specification sheet of the Z-33 tells an interesting story. Although it is equipped more extensively than competitive boats of its size, the Z-33 weighs in at just 6,800 lbs.

The lighter weight is no accident. It was designed through the use of high tech construction materials, strong, weight-saving alloys, and structural innovations. It's the kind of thinking and product development you find in aircraft design and offshore racing machinery. And it pays off in the Z-33 in terms of fuel efficiency and speed.

You'll notice the nimble feel of the Z-33 the first time you take the

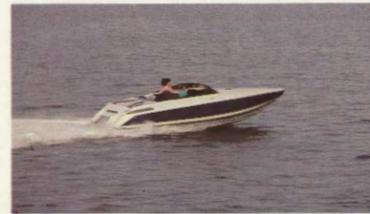
Classic Series



18 2+3

Length Overall	-18' -0"	(5.5m)
Beam	- 7' -0"	(2.13m)
Draft to Keel	-12"	(30.48cm)
Draft (outdrive)	-27"	(68.58cm)
Gross Weight	-2250 lbs.	(1012.5K)
Fuel Capacity	-42 Gal.	(159 Ltr)
Engine Specifications	-260HP Mercruiser	
Windshield	-Unavailable	

Z Series



Z25

Length Overall	-24' -7"	(7.49m)
Beam	- 8' -6"	(2.59m)
Sleeping Capacity	-2	
Draft to Keel	-18"	(45.72cm)
Draft (outdrive)	-34"	(86.36cm)
Freeboard Fwd (from W/L)	- 2' -6"	(76.2cm)
Freeboard Aft (from W/L)	-20"	(50.8cm)
Gross Weight (est)	-3800 lbs.	(1723.68K)
Fuel Capacity	-70 Gal.	(265.15L)
Engine Options	-260HP Mercruiser	
	-300HP Mercruiser	
	-330HP Mercruiser	
	-370HP Mercruiser	



MINX

Length Overall	-20' -1"	(6.12m)
Beam	- 7' -0"	(2.13m)
Draft to Keel	-20"	(50.8cm)
Draft (overdrive)	-33"	(83.8cm)
Gross Weight	-2700 lbs.	(1216K)
Fuel Capacity	-40 Gal.	(152 Ltr)
Engine Options	-260HP Mercruiser	
	-300HP Mercruiser	



Z29

Length Overall	-28' -4"	(8.64m)
Beam	- 8' -6"	(2.59m)
Sleeping Capacity	-2	
Draft to Keel	-22"	(55.88cm)
Draft (outdrive)	-34"	(86.36cm)
Freeboard Fwd (from W/L)	-38"	(96.52cm)
Freeboard Aft (from W/L)	-30"	(76.2cm)
Gross Weight (est)	-5500 lbs.	(2494.8K)
Fuel Capacity	-125 Gal.	(473.48L)
Water Capacity	-18 Gal.	(68 L)
Engine(s)	-2/260HP Mercruisers	
	-2/300HP Mercruisers	



HORNET III

Length Overall	-21' -0"	(6.4m)
Beam	- 7' -10"	(2.4m)
Draft to Keel	-12"	(30.48cm)
Draft (outdrive)	-27"	(68.58cm)
Gross Weight	-3150 lbs.	(1429K)
Fuel Capacity	-42 Gal.	(159 Ltr)
Engine Options	-260HP Mercruiser	
	-300HP Mercruiser	
	-330HP Mercruiser	



Z33

Length Overall	-32' -4"	(9.86m)
Beam	- 8' -10"	(2.69m)
Sleeping Capacity	-2	
Draft to Keel	-18"	(45.72cm)
Draft (outdrive)	-35"	(88.9cm)
Freeboard Fwd (from W/L)	-34"	(86.36cm)
Freeboard Aft (from W/L)	-30"	(76.2cm)
Gross Weight (est)	-6800 lbs.	(3084.48K)
Fuel Capacity	-190 Gal.	(719.68L)
Water Capacity	-20 Gal.	(75.76L)
Engine Options	-2/330HP Mercruisers	
	-2/370HP Mercruisers	
	-2/400HP Mercruisers	
	-2/440HP Mercruisers	



22 2+3

Length Overall	-22' -8"	(6.9m)
Beam	- 7' -0"	(2.13m)
Draft to Keel	-20"	(50.8cm)
Draft (outdrive)	-33"	(83.8cm)
Gross Weight	-2900 lbs.	(1305K)
Fuel Capacity	-50 Gal.	(190 Ltr)
Horsepower Options	-260HP Mercruiser	
	-300HP Mercruiser	
	-330HP Mercruiser	



For high fashion clothing, jewelry, and accessories ask about **DONZI-DUDZ™**, P.O. Box 987, Tallevast, Fla. 34270-0987.

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.

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