



# Pirelli 50

50' (15.24m) 2023 Pirelli 50  
Fort Lauderdale Florida United States



## OVERVIEW

Manufacturer:	Pirelli		
Engines:	3 Mercury	Hull Material:	Composite
Engine Model:	V12	Cruise Speed:	
Engine HP:	600	Max Speed:	
Beam:	15' 4"	Cabins/Heads:	2 / 1
Max Draft:	"	Fuel Type:	Gas/Petrol
Water:	106 G (401.25 L)	Fuel:	422 G (1597.44 L)

**\$1,075,000**



## Data Sheet

Category: Center Consoles  
Condition: Used  
Model Year: 2023  
Beam: 15'4" (4.67m)  
LOA: 50' (15.24m)  
Cabins: 2  
Sleeps: 4  
Heads: 1

Fuel Type: Gas/Petrol  
Super Structure Material: GRP  
Hull Material: Composite  
Hull Shape: Modified Vee

Fuel Tank: 422 gal (1597.44 liters)  
Fresh Water: 106 gal (401.25 liters)  
Builder: Pirelli  
Interior Designer: TecnoRib  
HIN/IMO: 2023P50US  
Stock #: B93379

## Engines/Generators

### Engine 1

Mercury  
V12  
Outboard  
600HP  
447.42KW  
Fuel: Gas/Petrol  
Year: 2023  
Location: Port

### Engine 2

Mercury  
V12  
Outboard  
600HP  
447.42KW  
Fuel: Gas/Petrol  
Year: 2023  
Location: Middle

### Engine 3

Mercury  
V12  
Outboard  
600HP  
447.42KW  
Fuel: Gas/Petrol  
Year: 2023  
Location: Starboard

## Summary/Description

The Pirelli P50 is the latest flagship model of the newly merged Sacs TecnoRib company's line of 'walk-arounds' (a series of RIB models the premier Italian brand launched back in 2020 when they debuted the smaller P35 & P42 models). Featuring triple Mercury 600hp V12 outboards she is an absolute bea

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This demo model is being sold as a new boat with warranty and is completely black with white cushions & teak decks and has a 2 cabin layout with shared full bath, galley, generator and air conditioning. Garmin navigation touch screen helm and joystick controls.

This extraordinary maxi-RIB has raw performance and can be purchased as a stand-alone cruiser, offshore adventure craft or support/chase boat for a superyacht.

## TecnoRib Description - Pirelli 50

Elegance, luxury and performance: the flagship of the range, the culmination of a research and development project. The walkaround layout privileges the open spaces, from the surprising living area to the bow sofa, while offering an interior with two cabins and a bathroom.

The PIRELLI 50 has been designed in every detail to ensure a comfortable and relaxed life on board. The wider stern sunbathing area offers comfort and safety for those who want to enjoy the sea in its entirety, while the cockpit is equipped according to the requirements of the owner and allows to accommodate many guests in complete comfort.

The PIRELLI 50 design combines personality and character. The deck layout privileges the open spaces, from the surprising living area to the bow sofa.

The PIRELLI 50 lines are the right evolution of the style and philosophy of walkarounds PIRELLI branded. Walkarounds collection designed by the Mannerfelt Design Team. Sportiness and clean lines give it a unique elegance that can charm even the most demanding owner.

The inner spaces are the result of a search to meet the demands of the owner, with the aim of making the most of any space offered by PIRELLI 50. Elegance, luxury and convenience are the terms that best describe the result obtained by this process.

## ELECTRONICS

- Dual Garmin 16" navigation screens
- VHF radio
- Mercury vessel view screen
- Wireless phone charger
- Mercury joystick control
- Bow thruster
- Electric windlass with galvanized anchor and chain

## SOUND SYSTEM

- Sun shades with carbon fiber poles, stern and bow

## LIGHTING

- LED Deck lighting
- LED Underwater lighting

## OTHER OPTIONS

- Ice Grey Silvertex interior
- Daytona Grey Palinal G988 paint
- Solid teak deck
- Electric grill
- (3) Refrigerators
- Ice maker
- Cummins Onan generator
- Swim ladder
- Console and upholstery covers
- Windshield wiper
- Water heater
- Dock socket, battery charger, and power cord
- Fresh water shower outside

## Walkthrough by Powerboat & RIB

Note: The following review of the P50 was onboard a model that featured twin Mercury V12 600hp outboard while the custom all-black 2023 P50 model we are offering for immediate purchase features the upgraded Mercury V12 600hp outboard power package giving her increased overall performance and speed.

TMS flies out to Genoa, Italy, to test a double European first, namely Pirelli's latest Mannerfelt designed flagship 50 maxi-RIB coupled with a brace of Mercury 600hp V12 outboards, and concludes that sometimes, it would appear, size really is everything.

V12- The first Pirelli 50 off the production line is powered by a brace of Mercury Marine's latest and biggest outboards, namely the positively giant 7.5L V12 Mercury Verado, which affords, thanks to its twin-engine set-up, a mighty 1200hp.

When PBR received the invitation from Mercury Marine to fly out as their guests to Italy to test and sea-trial a three-star line-up of mega-RIBs rigged with Mercury's flagship V12 outboards, we jumped at the chance. Not only did it provide us with one of the very first opportunities in Europe to test these engines in a twin-rig setting, but the added bonus was our being able to get behind the wheel of the brand-new Ted and Ocker Mannerfelt-designed Pirelli 50, the latest flagship model of the newly merged Sacs TecnoRib company's line of 'walkarounds' (a series of RIB models this premier Italian branch launched in 2020).

As Gianni De Bonis, CEO of Sacs TecnoRib revealed to us: "Our flagship Pirelli 50 represents the culmination of a journey that has seen the creating of three models in just three years. This model is evidence of our determination to underpin and strengthen our company's continuing success even further, both within our home market and abroad."

### **The Mannerfelt Factor**

This Pirelli 50, which combines the raw performance of a maxi-RIB with the high-end hospitality of a motor yacht, followed the launch of the Pirelli 42, presented at the beginning of 2020, and then the subsequent launch of the Pirelli 35. All three 'walkarounds' have been so successful that as a consequence of the record number of requests for the first two models, even before the official presentation of the Pirelli 50, TecnoRib already had all of their 2022 production and part of next year's build slots allocated.

Perhaps unlike some of its maxi-RIB peers, the new Pirelli 50 is a highly versatile craft, one perfectly capable of fulfilling the role of cruiser, offshore adventure craft or even a support/chase craft to a superyacht.

The 50's aerodynamic and contemporary appearance reflects the attributes of the other models in the triple-boat range. This, of course, is due largely to all these craft being the product of the same draughtsman's work, namely the collaborating design skills of the world-famous Mannerfelt Design Team. The Mannerfelts have made an enormous contribution to this particular RIB brand's renowned performance and offshore capabilities. For those who may not be aware, Ted Mannerfelt, son of Ocke, raced powerboats as a youngster and then went on to be an automotive design engineer at both Jaguar, Land Rover and Lotus. Ted's speciality involves all the intricate design work relating to the topsides of the Pirelli range, while his father, Ocke, is the man responsible for everything below the waterline. Like its stablemates the 50's distinctive, twin-step hull delivers a driver's dream, which is hardly surprising, perhaps, when you consider Mannerfelt senior's illustrious international powerboat racing career.

Talking design, this father and son team take their inspiration from nature. When driving one of his 'bat boats', Ocke told me he was inspired by the kingfisher. In the case of the 50, the duo wanted the boat to look fast even when stationary. The taut lines of the tubular structures and the clean lines of the helm and topsides are softened by the sporty hardtop and the aft section mouldings, which help to create even greater sleekness.



## Above and Within

The external layout of the Pirelli 50 features a single-section, central moulding that also incorporates the bow sundeck, which leaves a clear passageway forward. The entire walkway is protected by substantial GRP gunwales and is served by two long handrails, discreetly positioned so as not to impair the external lines of the craft. Additionally, there are numerous comfortable handholds, both alongside the solarium and within the profiles of the vessel's sides. Thanks to the vessel's internal configuration, one feels very much 'within' the craft, which adds to the sense of on-board security and will surely represent a big plus for families with children.

The large, comfortable aft sundeck features a moveable backrest to serve both the sundeck and the dining area. Behind this area you're then greeted by a dinette, whereupon a teak table, extendable on both sides, allows crew and guests to dine in comfort, again with enough space for all of the family. The bar/kitchen area, covered by the continuation of the hardtop, comes fitted with a sink, a hob with two induction burners, and not one, but three refrigerators and ice makers.

The black luxurious comfortable and ergonomically sound helm station has three seats, with folding elements that allow one to select the most suitable seating option. This whole area has been designed in a raised position in relation to the rest of the deck to increase visibility.

However, for the passenger in the far port seat, their legs will be left dangling when in the seated/non-lean-to position, in contrast to the helm and navigator's positions, which have the benefit of a footrest moulding.

The design of the flight deck is impressive and provides the driver and navigator with a commanding position with all the latest display technology arrayed before them to both inform and enhance every aspect of the helming experience. Unobstructed, all-round visibility from the cockpit is another plus factor. With the aid of the Mercury joystick control, close-quarter maneuvering especially is simplified hugely, to the point where we found it perfectly feasible to 'captain' this vessel single-handedly. In particular, the Mercury 'Skyhook' system is an ingenious aid to holding station while fenders and lines are being made ready.

Perhaps not surprisingly about a vessel of this size and type, the design layout includes a multitude of lockers and dry housings both fore and aft, which combined afford vast amounts of stowage for kit and for toys. Access to the lower cabin is good, and the first impression of going down below is one of space and contemporary interior design. The test craft features two double cabins, one with a double bed up in the bow and the other with twin beds in the stern. Both cabins have plenty of deep wardrobes and large amounts of storage. I should point out, though, that the twin beds aft, located under the helm, are in plain view of the forward double berth. This means little or no privacy for hosts and guests, and therefore it's my view that this present configuration lends itself to a family with young children. The galley, heads and both cabins are all well lit thanks to a good degree of natural light via the portholes and the use of light fabrics. Discreet LED lighting completes the ambience.

## How relevant?

If you had asked me upon its launch last year what I thought of the new V12 600hp offering from Mercury Marine, I would have answered with some caution and possibly even a little skepticism. That may seem at odds with my passion for, and history with, big performance outboards, and upon an initial review of the V12's technical data you might have

even drawn the same conclusion. I mean, the power-to-weight ratio does not come close to the lighter, more agile Mercury 450R and the latter's ability to 'rocket-ship' virtually every transom it blesses. Nevertheless, delve a little deeper into the attributes of the V12 600hp and things start to change perspective. Get behind the wheel of a craft boasting two or more of these machines, as I did at the Miami Boat Show this year and I think, like me, you won't fail to become a 'believer', because it's clear, for many, that the Mercury V12 600hp is the answer to a prayer.

This first Pirelli 50 off the production line is powered by a brace of Mercury Marine's latest and biggest outboard, namely the positively giant 7.5L V12 Mercury Verado, which affords, thanks to its twin-engine set-up, a mighty 1200hp. These motors are equipped with a two-speed PowerShift transmission and steerable gearcase, while the upper unit stays fixed to the transom. This creates very clean look aft, with steering and rigging both being integrated into the unit itself.

### **White Knuckles and White Horses**

On the day of our PBR test, the wind was blowing a sprightly Beaufort force 6 and the Italian team were becoming noticeably 'protective' of their new craft. However, politely ignoring their nervous twitchings, it was my aim to see exactly what this 800,000 euros worth of waterborne projectile had to offer, through fair or foul!

The 1200hp engines create so much torque, developing power in such a linear way, that contrary to my earlier fears, to my delight it took no time at all to discover that the V12 twin rig was, in fact, genuinely sport to drive. Likewise, because boat and engines are so well matched, I soon forgot that I was driving such a large and substantial vessel. The comparison I would perhaps make would be to a 10-12 m powerboat. Power in abundance was on tap exactly when needed, which made the business of helming the craft at speed through the challenging conditions an absolute pleasure. Indeed, despite their substantial payload, the engines gave no sign of unbalancing the boat whatsoever, even when driving hard into the steep head seas. In fact, the boat appears to literally 'crush' the waves.

### **50 Knots, Force 6**

With everyone checked and secure, I opened up the throttles once more, and then, employing some well-practised race-proven driving techniques, I drove her with the seas on my beam as if Steve Curtis was off my port side and Ocke Mannerfelt himself was on my starboard quarter. We were now charging down the Italian coast, and for the first time I began to appreciate fully what this magnificent combination of these engines and their dynamic steed was truly capable of.

Fifty knots is not inconsequential in the conditions we found ourselves taking in off Genoa that day. The new 50 and her 1200 horse team needed little spurring on through the Mediterranean's striking panorama of white horses. Indeed, the boat revelled in every opportunity I gave her in these conditions. While ahead of me came the rearing seas, behind me I was relieved to see a line of smiling faces now gracing the back seats.



































































