

COLOMBO 32 SPECIAL ROMANCE

COLOMBO
32 special
ROMANCE

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BEL VIE

Log book

32 special



~ NAVIGARE ~
LIBERA
LA MENTE
E L'ANIMA



Un omaggio
alla bellezza
classica dei
motoscafi classici
italiani e all'ingegnoso
costruttore navale
Giacomo Colombo.



The first moment you discover a classic Colombo boat, there is always the same question:

“Is this a Riva?”

Over twenty years I heard this so many times on the nice waterplaces of European lakes or in mediterranean harbours. From Geneva to Bellagio, from Salò to the Isola Madre, from Portofino to St Tropez, from Sifnos to Hydra, from Paxos to Capri...

The genes of the two boatbuilders are close, only that the Riva shipyard stopped producing its pure mahogany boats in 1974/79 with single engines (Ariston and Olympic) and in 1996 with the last produced legendary Aquarama special built in Sarnico.

Instead Giacomo Colombo launched the production of the classic Colombo Super Indios 24 with single engine (only some hundred boats were built) and the classic Colombo Romance 32 with double engines (33 built!) in the nineties.

Within the following decades these two classic Colombo boats became collector pieces because of their beauty and fantastic boatqualities. Carlo Riva and Giacomo Colombo were fanatics of quality in conception and design!

Initially sold by the Colombo shipyard with a bad consciousness, that these boats were not completely massiv wood constructions, the innovative production process of mahogany lamination turned into the future “as the way to do it” – to build modern reliable boats with classic beauty. The Riva shipyard started with a comparable technology with the new “Aquariva” model in 2001.

The perfect lamination of mahogany in combination with the sexy forms and touch of classic runabouts from the sixties brought out the ingenuity of Giacomo Colombo’s invention!

Let me make a comparison: Today we also appreciate modern, high end design furniture which is mostly wood laminated – thanks to technical innovation – times are changing.

You will always love your classic Colombo boat, which has a modern basic construction in FRP and reasonable costs of maintenance. It will never be the unpleasant situation to replace old, suffering wooden boat-bottoms...which is the classic nightmare of wooden boat owners...

Thomas Pfister
Chairman «Bel-Vie Classic Boat Club»





Episodio STORIA 1

Colombo is a story of the
most beautiful and exclusive
boats: Bespoken tailoring
on water – Made in Italy...





I met Giacomo Colombo and his CEO and son in law Flavio Negrini at his shipyard in Menaggio in September 2000. Giacomo was about 70 years old and was quirling around his boats like a boy full of passion and creativity.

He was a patron, just like Carlo Riva, who taught him how to become a boat builder. In the beginning, the shipyard in Menaggio was also a reseller of Riva Boats on the lake of Como. So these two patrons were close: One at lake Iseo, the famous Carlo Riva – the other at lake of Como, Giacomo Colombo.

Aside from his various high quality fiberglass boats (hundreds of them are still navigating on the Italian lakes) Giacomo Colombo developed two fantastic classic runabouts based on the wooden tradition but full of innovation using the new materials like FRP and wood laminates.

To me, the smaller Colombo Super Indios 24 is the evolution of the Riva Ariston and the Colombo Romance 32 is Giacomo Colombo's answer to the famous Riva Aquarama as undoubtedly the most beautiful ever built classic runabout.

The timeless elegance
of the Colombo boats...



...reflects the classic
beauty of lake Como.



Per costruire barche,
ci mettiamo l'anima.

Flavio Negrini, former and outstanding CEO of the
Colombo shipyard in Menaggio from 1980 to 2007.



Episodio LAVORO ARTIGIANALE

A dedicated crew has transformed the Colombo Romance 32 – with over 1000 hours of work – into a unique piece of craftsmanship.



The owner approached us with a very specific request.

“I absolutely love JULIETTA. I love her elegant lines, her phenomenal driving capabilities and last but not least, her unique wooden-aesthetics. But how can we make her more enjoyable for my family? I just wish I had more space...”

Of course, being a creative architect himself, Thomas already had a solution in mind and in his sketch book: *“If we remove the rarely used bad-weather bimini, we would gain a lot more living space in the cockpit. Is this feasible?”*

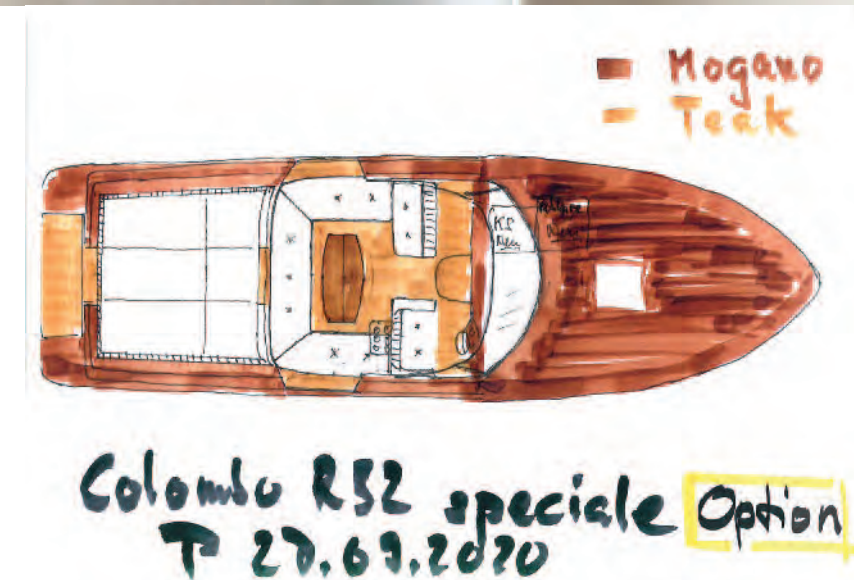
Richard Furrer, CEO Nautica’s Services Sagl, Lugano
and project manager JULIETTA REFIT II 2021/22

Homage to the art of classic
ship-building “Made in Italy
with Swiss perfection”!





I dettagli fanno la
perfezione e la perfezione
non è un dettaglio.



work

COLOMBO

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ROMANCE



The owner's request to make his Colombo Romance 32 more spacious and livable got our enthusiasm spiked. After a full year intensive research, envisioning and planning, we have assembled a qualified team that was willing to take on the challenge, among them several key craftsmen of the original COLOMBO boatyard in Menaggio.

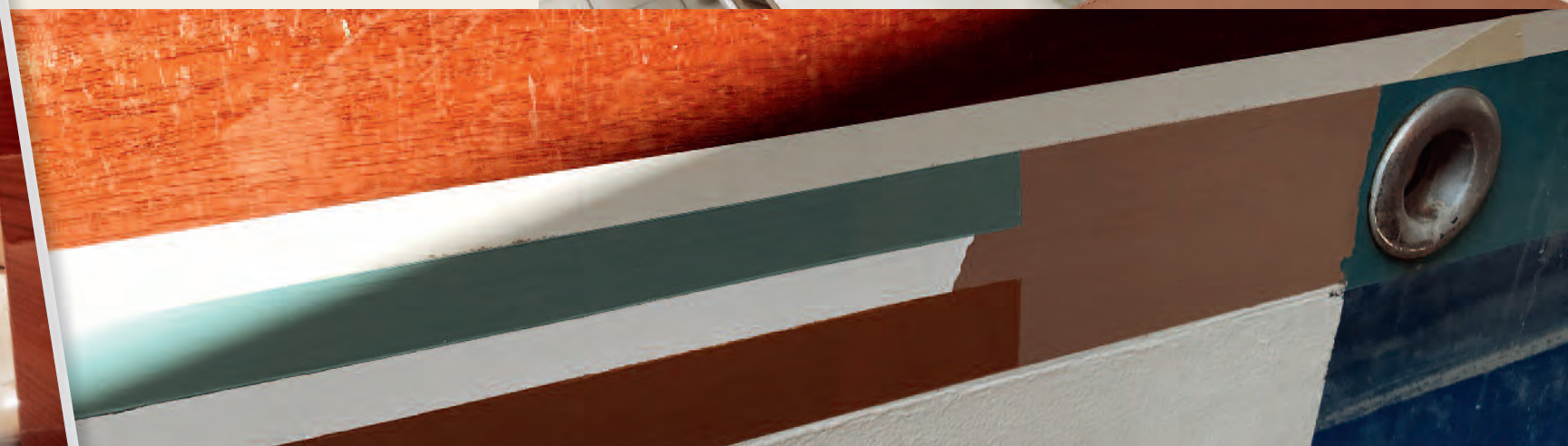
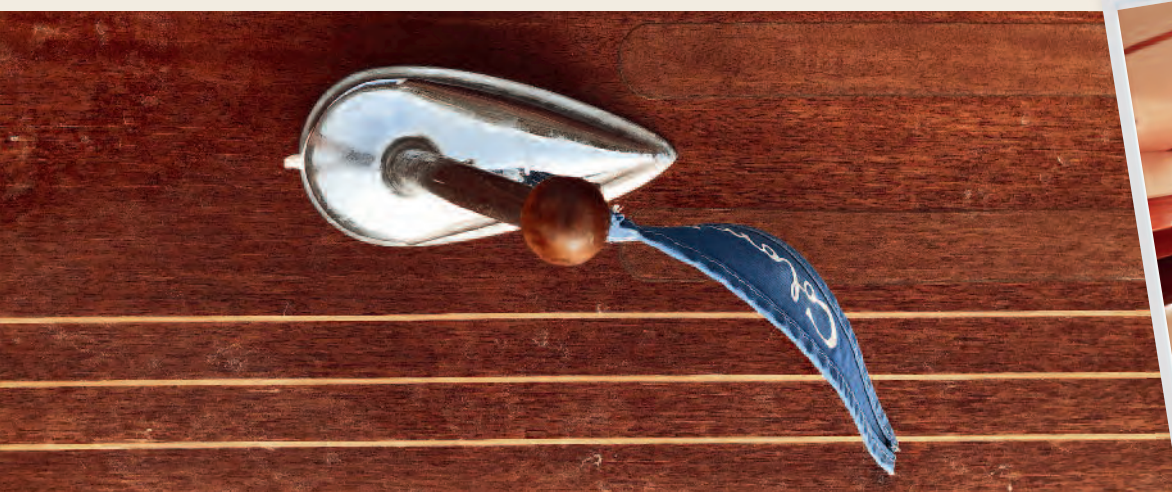
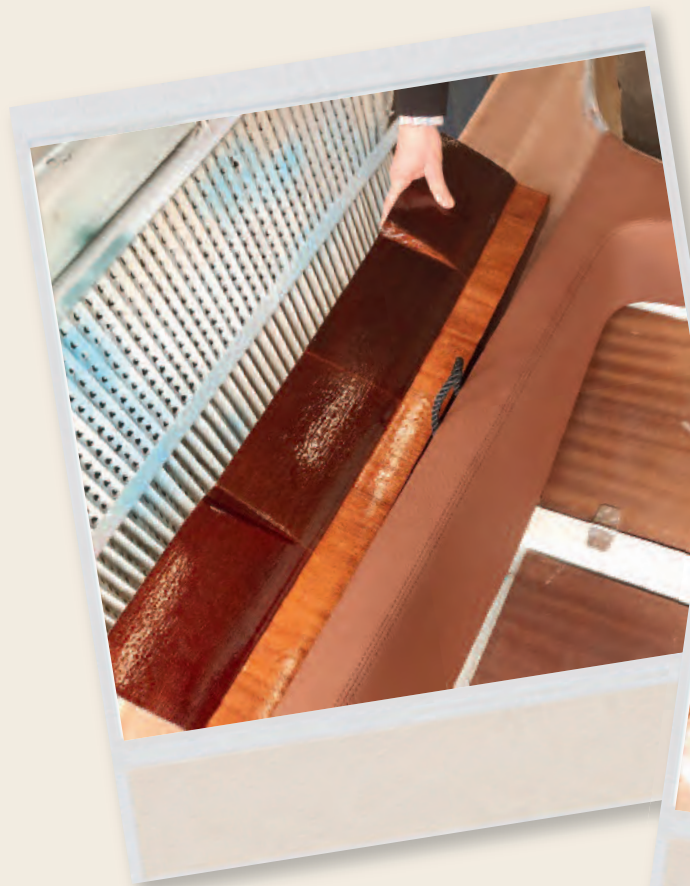
In the early summer of 2021, we have stepped into action. We took our jig saw and started to cut up the boat... honestly, with a pinch of distress. After all, we were laying hands on a masterpiece of Italian design and craftsmanship.

The deeper we where diving into the project, the more promising it became!

Richard Furrer, CEO Nautica's Services S.p.A

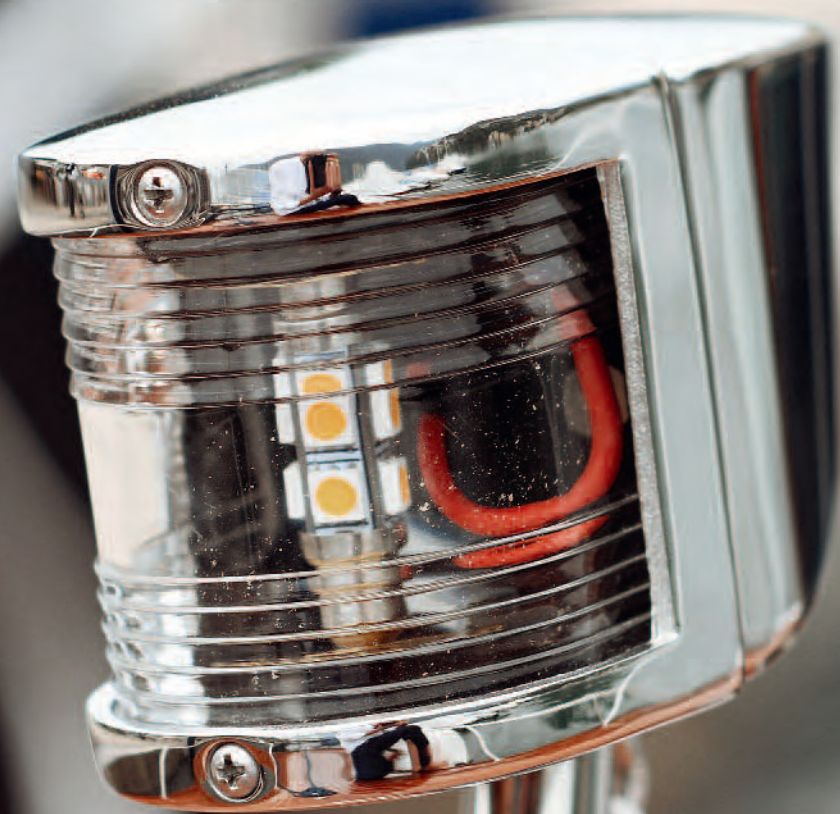








UN CAPOLAVORO
~ A MASTERPIECE ~



Many decisions had to be taken along the way. Our ongoing premise was: How to improve the practicability of the boat without compromising the unique design?

It was important to listen to our master upholsterer Gionata Gnechi and our interior designer Dominique Brunner and add the particular color and texture “ITALVIPLA tropical brown 6015” as a “corona”, to the cockpit and to the sunbathing area. By doing so, we broke with COLOMBO’s famous all-white tradition, but therefore gave the boat a more classic and dynamic look.





WHEN ROMANCE
BECOMES
~ ETERNAL ~



“Thomas has a very special way of working. He is a great listener, and so I have focused on listening to him, to his lovely wife, to all the talented craftsman involved and last but not least, to JULIETTA herself.

We did not rush any decisions. Every step was carefully considered, but when it was time to decide, Thomas did so, firmly and without hesitation. Doing so, the whole project was moving constantly fulfilling itself with a gentle, classy flow.

Thank you Thomas for the opportunity you have given me and our boatyard. I have experienced profound joy during our creative journey and have won a remarkable friend thereby.”



Grandi complimenti alla
squadra del cantiere Nautica's!





Sail

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LA PROVA IN MARE

The Mediterranean experience
– JULIETTA proves herself on
the high seas with dreamlike
experiences.



Sailing in the mediteranean is the dream of every “summer” sailor. Blue, clear and warm waters, natural shores with islands and the unique european historic heritage in the villages and towns. It’s the paradise for the “culture” sailor.

I have navigated thousands of nautical miles through Greek, Italien, French and some Kroatian waters. Be aware of the Meltemi in the Cyclades, but discovering the island of Sifnos (an island of unique charm and beauty as maybe Mikonos fifty years ago) is worth the windful trip!

In younger days we navigated between the Cyclades islands with a Colombo 24 – the Greek guy with the gasoil truck at Serifos asked: “Is this a James Bond boat”? Oh we were so lucky arriving at the pier, 7 Bft outside and not much fuel reserve left...

Don't forget to put your neoprens suits on, when the wind is strong in an open boat, you will cool down, even at temperatures around 35 degrees because of horizontal flying showerwaters and really strong breezes.

But to submit to Greek waters anyway in a good mood: my Greek friend and professional captain Kostas told me: “The Colombo 24 is a safe boat for the coast, the Colombo 32 a fantastic one for island hopping – sail always carefully with different variants of harbours in mind, sea and wind ares changing quickly!”

We had more quite waters along the Cote Azur from Alassio to St. Tropez and today's marine weather reports are on a very high level (Meteo Consult Marine) for safe sailing. Use them carefully before you start your daily boat trip and you avoid being surprised by a Mistral storm with heavy winds for instance.

There are still nice harbours at the Riviera Ponente and the Cote Azur inspite of many huge harbours with a charm of an international airport...

So the relatively small harbour of St. Jean Cap Ferrat and Port Miramar in France are recommended for a very good stay in beautiful natural surroundings, in short distances to old town of Menton or St. Tropez.

To finish with my love for boating, there is one thing you will never get on a boat (except you clime at the top of the mast of your sailing yacht) - the overview of natural surroundings.

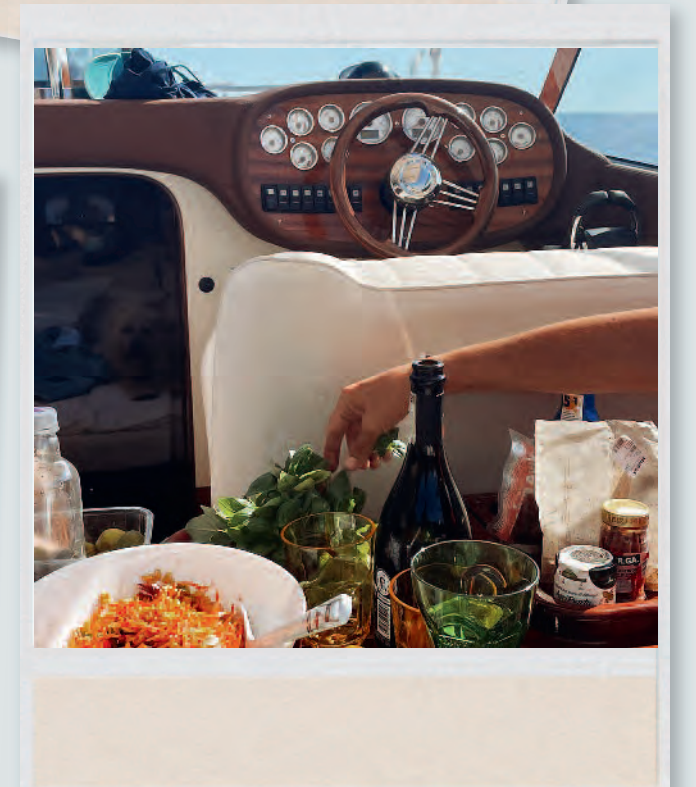
You are always glued to the surface of water and how you want to resume your trip along the Cote Azur? There is one genius place with view from Monaco to St. Tropez – Eze Village, Check in at Hotel Chèvre d'Or and enjoy life. There is only one place like this!

Then next day, set sails again!

Sail









THERE IS NOTHING
QUITE LIKE THE THRILL
OF BEING OUT ON THE
~ WATER ~



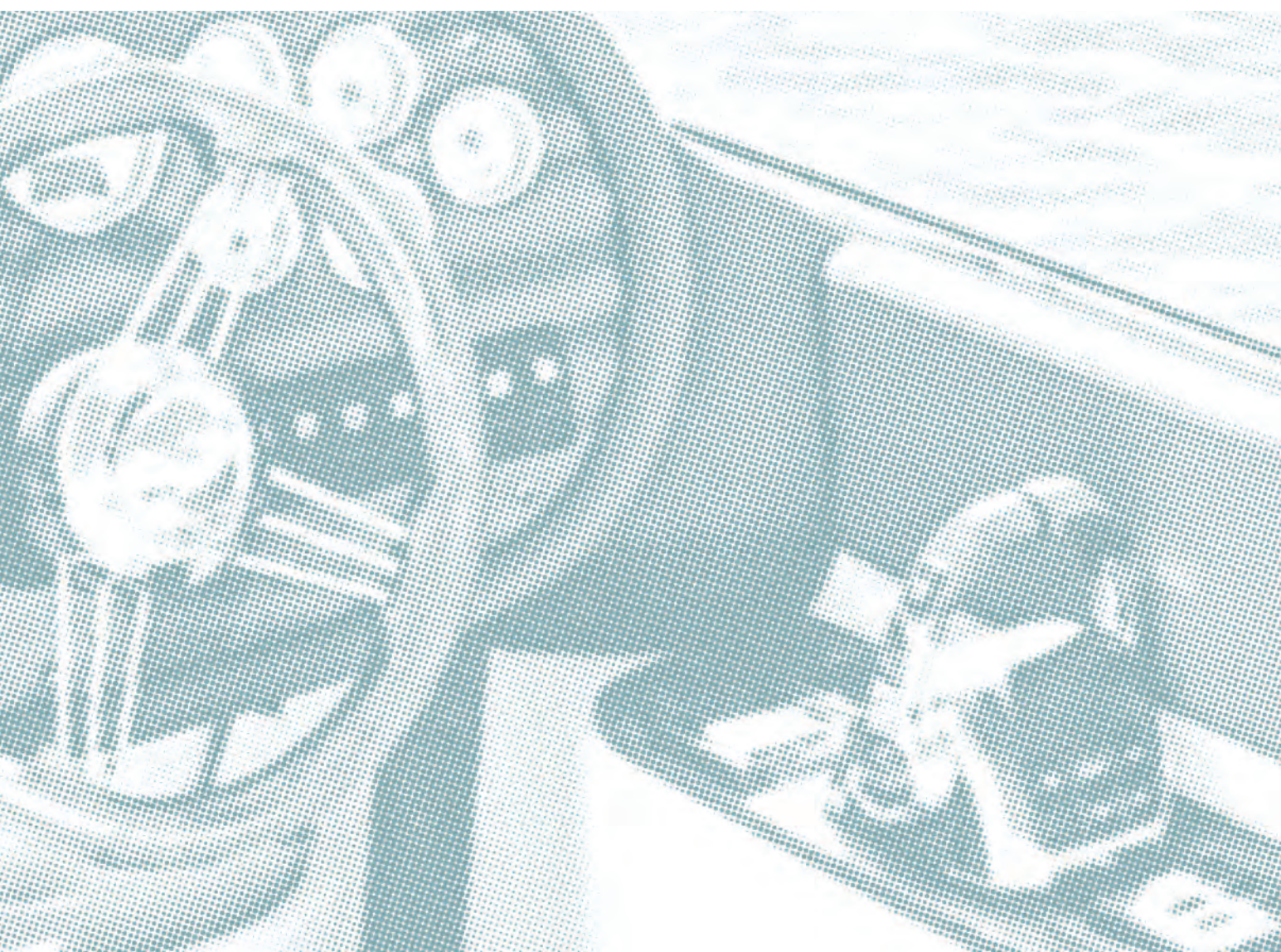


Episodio

DATI

TECNICI

04



GENERAL INFORMATION

Vessel name: JULIETTA
Owner: Thomas PFISTER, Gehrenstegweg 2,
8810 Horgen

DIMENSIONS

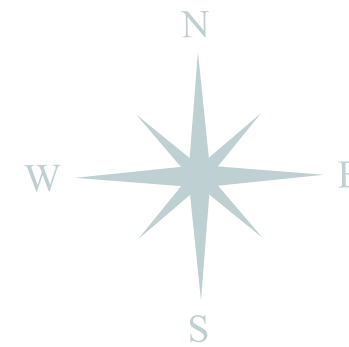
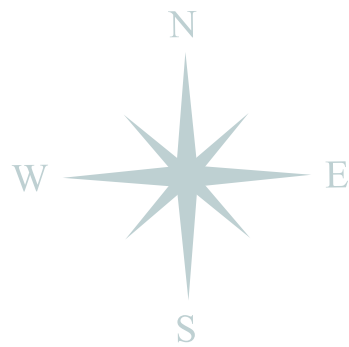
Length hull: 9.72 m
Beam: 3.05 m
Draught: 0.55 m
Displacement: 4 tons
Year of construction: 2001
Type: Colombo 32 Romance
Material: GRP / overwater with mahogany
wood veneer (9mm)
Construction No: IT-COLA9016F101
CE-Category: B
Shipyard: Cantieri Nautico Giacomo Colombo &
C. Spa, Menaggio (Co) Italy

CONSTRUCTION OF THE VESSEL

Hull material: GRP, overwater laminated with
laminated with wood veneer
Deck: GRP with wood veneer
Condition hull/deck: Completely rebuilt
Windscreen: Plexi, very stable chrome steel frame,
also suitable as grab handle
Hatches foredeck: Escape hatch
(size compliant according to
ISO 9094)
Cabin access: Front cockpit (door)
Sliding hatch: None

COCKPIT

Drains: Each side well dimensioned
with check valve
Coaming height
companionway: recessed entrance cabin
separately drained



ENGINE SYSTEM

Engine type:	2 x Volvo D3 220 A-G EVC/DPS Diesel
Power:	2 x 220 hp @ 4000 rpm
Year / Std:	2012, 370 engine hours
Engine No:	STB: A214834 BB: A214835
Z-drive:	Volvo 1.78 DPS-B
	STB: A206194 BB: A206193
Star adapter:	STB: A207069 BB: A207068
Control:	Volvo electronics
Panel:	Steering position
Ventilation:	Very good, all inlets with drained water traps
Condition:	Very good, rebuilt in 2012, shipyard maintained.

SEEVENTILE

Engine room:	Z-drive
WC and others:	Very good, clear installation, centrally located under floorboard at entrance to cabin.

CONTROLS

Steering:	Volvo hydraulic Z steering
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BOARD SYSTEMS

Anchor system	
Anchor 1:	CQR 20 KG chrome steel in special bow bracket
Chain, length:	Calibrated (good head)
Anchor winch:	Electric
Anchor 2:	Available

Bilge system	
Bilge pump 1:	Rule 2000 with float switch under cockpit
Bilge pump 2:	Rule 2000 with float switch in engine room
Hand pump:	JABSCO in engine room

Fuel system	
Diesel tanks:	500L central under cockpit floor - filler necks on both sides
Shut-off valve:	Electronic via ignition
Water separator:	Existing, easily accessible
Diesel filter:	Available, easily accessible

Fresh water system	
Water tank:	150 l under cockpit floor in front
Pressure water pump:	Existing

Fire extinguishing system	
Automatic fire extinguishing system in engine room with CO2	

Sewage and toilet system	
Toilet system:	Electric yacht toilet
Faeces tank:	80 litres, reversible

Cooking system

Cooker:	None
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Refrigeration / freezer system	
12 V Refrigerator in cabin	

Electric 12 V DC	
Battery starter:	1x per machine
Battery consumer:	1 X 180 Ah
Installation:	Crossover between battery systems possible

Electric 230 V AC	
Shore connection:	Existing with FI - Clean clear installation

Navigation and communication	
Barometer:	Manual
Hygrometer:	Manual
Onboard clock:	Manual
Log:	Combination with plumb bob aft
Plumb:	See above
GPS / Plotter:	2 x handheld GPS plus I PAD navigation with separate power connection
VHF / VHF:	2 X handset
Autopilot:	None
Compass:	Central steering compass with illumination
Radio/World receiver:	VHF/MW/LW

NAVIGATION LIGHTS

Navigation lights	
Controls:	Panel helm

Dingy	
Under 10 metres not necessary, "stand up" paddle board - inflatable	

SAFETY EQUIPMENT	
Life jackets:	Available, solid plus automatic
Life raft:	Available
Lifebuoys:	Available

RELING	
Railing:	Not applicable in cockpit area, deep coaming (more than 1m)
Foot rail:	Foredeck elevation gunwale
Wire pull-through:	Not applicable
Stanchions:	Not applicable



Episodio

LA SQUADRA CREATIVA

Imprint

Publisher: bel-vie.ch

Copytext: Mathias Schroeder, Thomas Pfister, Richard Furrer

Photography: patrickstumm.com

Art Direction: schroederpartners.com

Printing: **xxx**

With many thanks for great cooperation with

Richard Furrer, Nautica's Services Sagl, Bioggio-Lugano, Boatyard

BEL ETAGE architects, Horgen

Tappezzeria nautica Lecchese di Gnechi Gionata

Massimiliano Argenti, locksmith, Carlazzo

Andrea Natolino, locksmith, San Nazzaro

Marco Vassalli, upholstery/bimini, Melano

Dominique Brunner, pureliving.ch, Interiordesign, Zurich



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Roma
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