

MIA T-63



FRANCHINI
— 1946 —



The MIA⁶³ Range



Open



T- Top



Hard Top

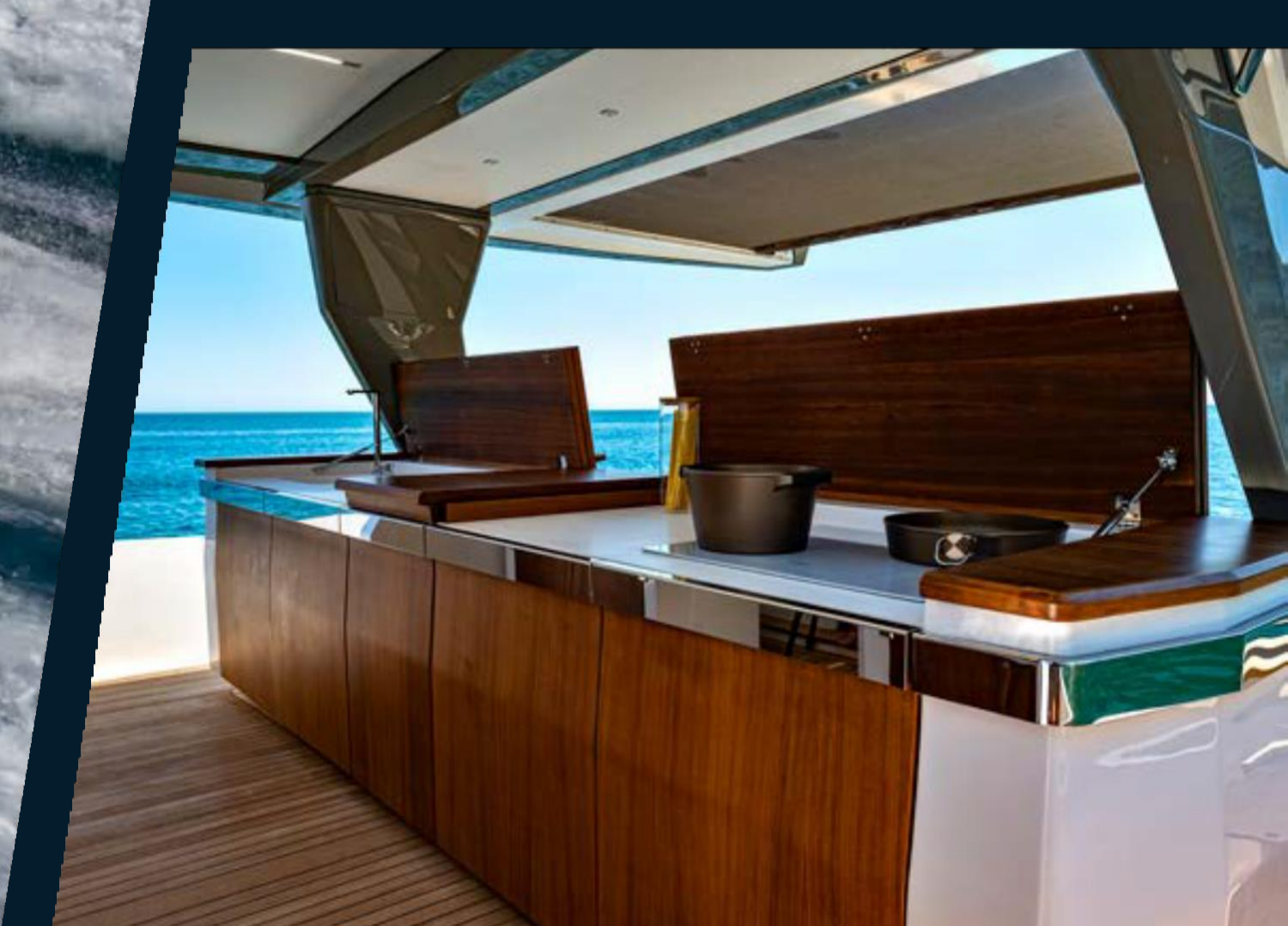


SportFly

MIA⁶³ T-63



Hull with diamond surfaces
Retractable anchor
Volvo IPS engines with possibility to fit the maneuvering joy stick
Predisposition for inflatable "toys"
Intensive and reasoned use of advanced materials and technologies
(carbon, nanotechnologies, home automation, servo systems)



The hull is the result of the Naos study of the Trieste naval engineer Roberto Prever, who developed water lines for smooth and safe navigation with performance in the order of 35/38 knots of maximum speed, following in-depth CFD studies

Mia's taut lines, her diamond-cut corners, her generous volumes, her welcoming spaces are the markers of a new motoryacht language, defined and established by a deep research for materials, for cutting-edge technical and housing solutions, for a 4.0 life on board





MIA 6.3 is a boat full of emotion, able of knotting that emotional thread that binds the past of the Franchini Shipyard to its future, in which emotions are always a common soul

The large and voluminous interiors, with over 100 cubic meters and 55 square meters that can be used by the owner and guests, are organised in different layouts, designed by architect Marco Veglia.

Widely modular, they can be organised in two or three cabins in addition to the crew cabin. They can be furnished in different configurations, according to the number of cabins, with owner's office, sitting room, gym.



Owner's cabin. Three-cabin version, three bathrooms and crew cabin



Owner's cabin. Three-cabins Version, three bathrooms and crew cabin



Owner's bathroom



Vip bathroom



Vip cabin. Three-cabins Version, three bathrooms and crew cabin



Guest cabin. Three-cabins Version, three bathrooms and crew cabin



Guest bathroom

MIA⁶³ Hard Top



Thech Specs

L.O.A.	19,20 m (63 ft)
Hull Length	18,20 m (60 ft)
Max Beam	5,24 m
Draught	1,40 m
Fresh Water	1.000 l
Black Water	400 l
Fuel	3.000 l
Concept e styling	Arch. Massimo Franchini
Interior Design	Arch. Marco Veglia
Naval architecture	Ing. Roberto Prever – Naos

Performance

	Open**	T-Top**	Hard Top***	SportFly***
Consumption*	approx. 150 l / h	approx. 150 l / h	approx. 200 l / h	approx. 200 l / h
Displacement (empty)	21.000 Kg	23.000 Kg	25.200 Kg	26.700 Kg
Displacement (full load)	27.000 Kg	29.000 Kg	31.200 Kg	32.700 Kg
Endurance @22 kts	420 miles	420 miles	330 miles	330 miles

*Consumption @ 22 kts (economy cruising speed, total two motors)

**Engines IPS 950

***Engines IPS 1050

Engines

Open

Engines	Power	Max. Speed	Cruising Speed
VOLVO IPS 950	2×725 HP	30 Knots	24 Knots
VOLVO IPS 1050	2×800 HP	33 Knots	26 Knots
VOLVO IPS 1350	2×1000 HP	38 Knots	28 Knots

T- Top

Engines	Power	Max. Speed	Cruising Speed
VOLVO IPS 950	2×725 HP	29 Knots	24 Knots
VOLVO IPS 1050	2×800 HP	32 Knots	26 Knots
VOLVO IPS 1350	2×1000 HP	36 Knots	28 Knots

Hard Top

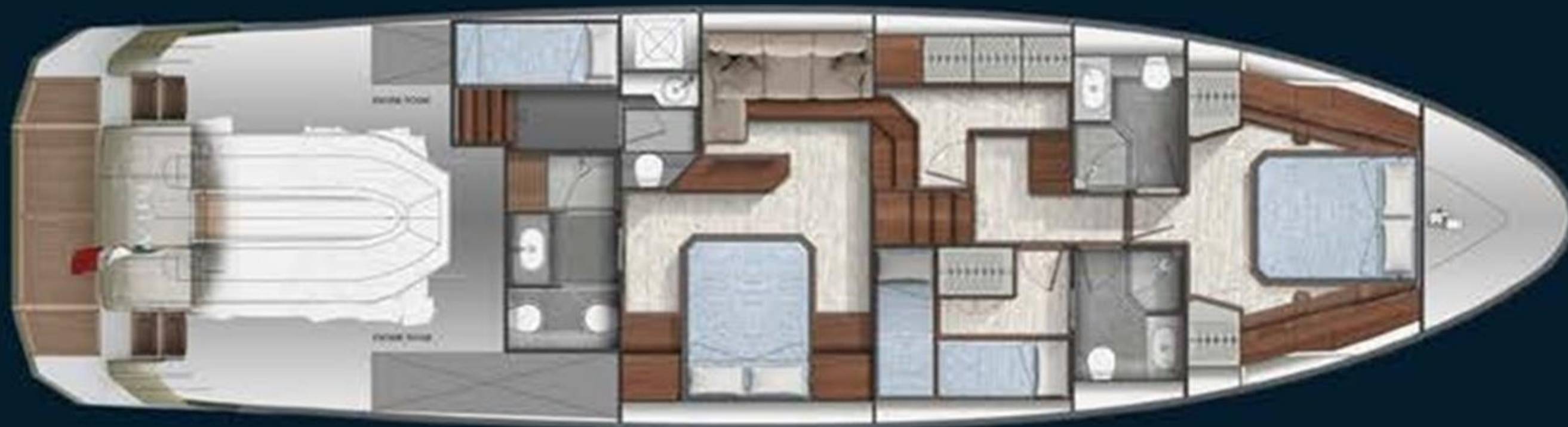
Engines	Power	Max. Speed	Cruising Speed
VOLVO IPS 1050	2×800 HP	31 Knots	24 Knots
VOLVO IPS 1350	2×1000 HP	34 Knots	26 Knots

SportFly

Engines	Power	Max. Speed	Cruising Speed
VOLVO IPS 1050	2×800 HP	30 Knots	23 Knots
VOLVO IPS 1350	2×1000 HP	33 Knots	25 Knots



Deck plan Open and T-Top models, galley on main deck



Version C three double cabins, three bathrooms and crew cabin
Applied to Open, T-Top, Hard Top and Sportfly models with galley on main deck

Suppliers

B Cool	energy generation and air conditioning
Besenzoni	gangway, companionway, moving hoods and platform
Stefano Capodagli	hydraulic systems
Ecoover	ecological surfaces for bathrooms
Gianneschi	pumps and blowers
Inox Riccione	stainless steel hardware
Isoclima	glasses
Lewmar	glasses
Miele	appliances
Model Maker	scale models
Nanotech	resins with nanotechnology additives
Naviop	electronic instruments and systems
Nerd	lightweight panels
Nettuno Marine	exterior upholstery
P.A.I.N.E.	electronics
Quick	capstan, interior and exterior lights
Rea Marine	models, moulds, hull and deck injection
Risma	electric system
Rubelli	furniture textiles
Simrad	navigation electronic instruments
Sumbrella	external cushions canvas
Tecma	marine vacuum wc
Tecno inox	stainless steel hardware
Volvo	engines
Wave Ingegneria	fitting
Webasto	air conditioning
Whisper Power	gen-set



The Roots

The history of Cantiere Franchini takes place since 70 years and starts from a small craft yard built on the harbour of Riccione thanks to the determination of the master carpenter Michele Franchini, aka «Guido», Massimo's father, who in 1946 decided to set up his own activity of construction of small fishing boats and boats at the service of the emerging seaside tourism.

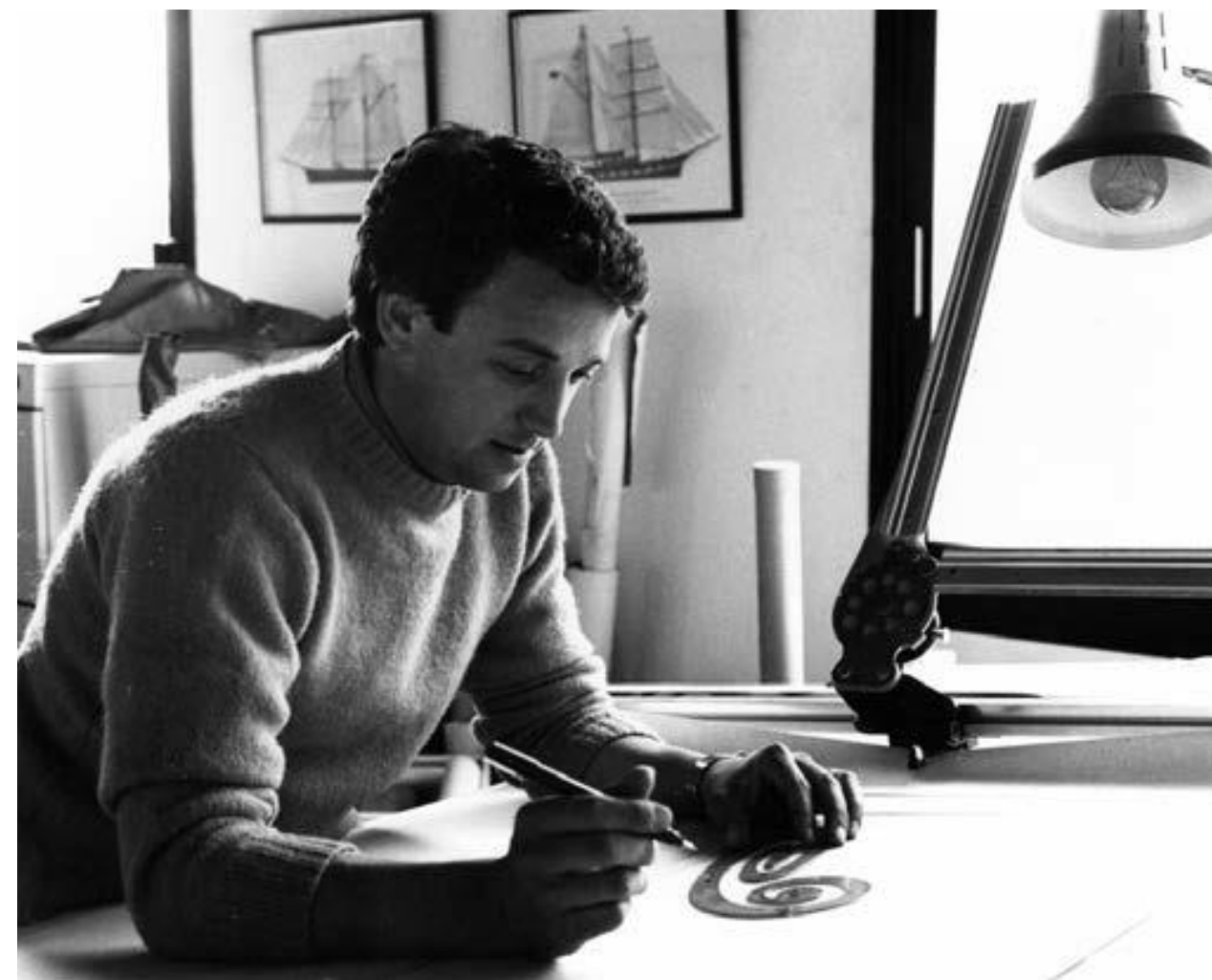
In 1977 Massimo Franchini, just graduated in architecture, joined the company and, without renouncing his handicraft roots, transformed it into a modern boatyard for the production of deep blue sailboats, appreciated all over the world.

In 2004, Massimo designed Emozione 55, all over recognized as the most elegant «lobster boat» in the Mediterranean.

From the exclusive production of magnificent sailing boats, Massimo Franchini Shipyard went on designing timeless motoryachts not neglecting the technological aspects and the importance of the research that will bring it, in 1996, to use, first in Europe, SCRIMP, Seemann Composites Resin Infusion Molding Process, the technology of vacuum infusion of fiberglass for the production of hulls and superstructures.

Massimo Franchini, after careful research and experience in the United States, has forever revolutionized the way boats are produced in full respect of the environment with the highest quality standards.

Today there are 400 Massimo Franchini-signed sailing boats and motoryachts that shipowners hold dear and make a premium on the used market.



The Mission

Massimo Franchini met Industrie Cecconi Group in 2017, which is heavily involved in the production of energy from renewable sources and in investment in start-ups and advanced technology companies, operating among other areas in nanotechnologies, in the production of lightweight structures and solutions for high efficiency building, to realize MIA6.3.

MIA 6.3 is built with the deepest respect for the environment with the use of cutting-edge materials and solutions, to obtain a boat that meets the highest level of sustainability.

The materials used are 70% recyclable. Suppliers and construction techniques are chosen with the criteria of environmental sustainability and priority is given to companies that produce according to these criteria with particular attention to the origin of raw materials and to the wholesomeness of production processes. The machinery and the on-board systems are chosen among those guaranteeing maximum energy savings.

The surfaces in contact with the environment – hull, deck, windows, covers – are designed to guarantee excellent thermal insulation and correct air exchange as well as maximum reduction of condensation and humidity stagnation.

Great attention is paid to the containment of exhaust gases and sound emissions in the atmosphere. The design of electrical and electronic systems is aimed at reducing electromagnetic fields and stray currents. Every precaution is adopted to reduce the dispersion, even accidental, of polluting substances and waste in the environment.

Latest generation electronics, avant-garde systems in the nautical sector, intelligent management systems, a wide range of customization by the owner and a considerable availability of rigid and inflatable “toys” bring MIA 6.3 to represent the new frontier of the planing motoryacht .



The Vision

With the MIA project I want to design a range of motoryachts according to the spirit of the time, full of innovations and technologies, to bring the name Franchini into the 4.0 nautical world (four point zero) without getting away from the principles of style and harmony of the forms that I have always pursued and that represent my true roots.

When I decided to «pick up again the pencil» I had in mind the success of Emozione 55 and, at the same time, the need to propose an «emotional evolution», or a contemporary reading of the concept of motoryacht, of its livability, of its seaworthiness, proposing to reach ambitious goals in all these areas.

With the firm intention of winning this new challenge, I defined a concept characterized by taut lines and slender dihedrals that subtend generous volumes for a high internal habitability, worthy of a larger boat, while maintaining the low and slender sheerline.

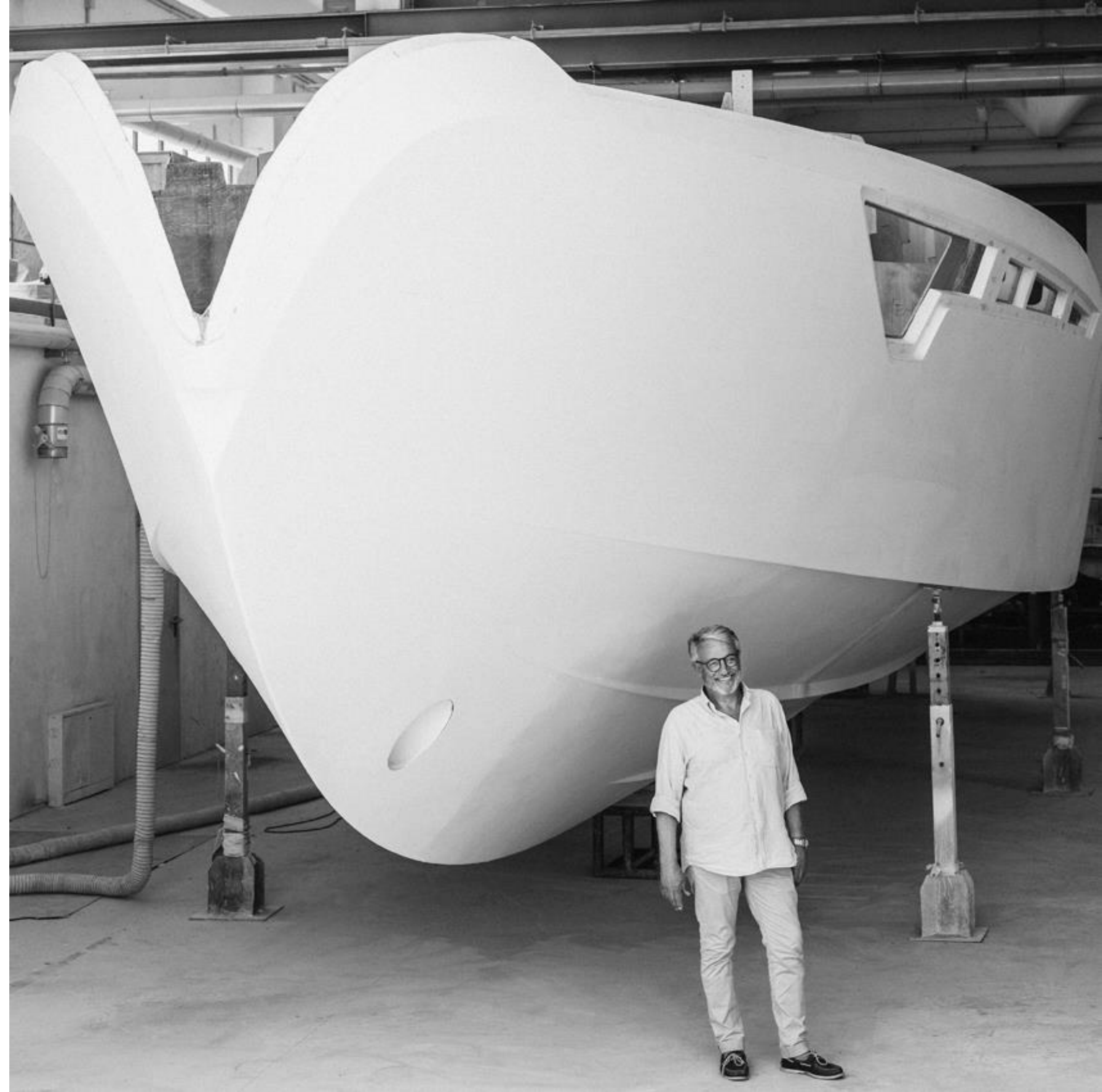
From the commercial point of view, the concept represents a modular boat starting from a basic platform, technically flawless and fully functional and navigating, which the owner can implement with a wide range of versions and solutions to freely choose, customizing his yacht according to his needs.

Without prejudice to full compliance with the safety requirements and the very high-quality standards on which we continue to maintain total control, providing the broadest guarantee.

In this way, every single owner can afford, even in a 63 footer, today considered a small dimension, to express his personality in a boat that fully represents him and responds perfectly to his tastes and expectations to create a new Franchini. His own.



Massimo Franchini





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