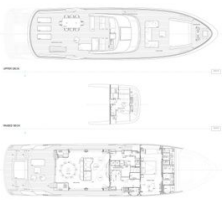
30.4 m 2028 Maiora M|30, Hull 05

Call Tax: Not Paid

Viareggio, Italy



Boat Details

Make:	**Maiora**	Hull Material:	**Fiberglass**	Guest Heads:	**6**
Model:	**M|30**	Drive Type:	**V Drive**	Crew Heads:	**2**
Year:	**2028**	Beam:	**7 m 50 cm**	Fuel Type:	**Diesel**
Length:	**30 m 40 cm**	Boat Location:	**Viareggio, Italy**	Max Draft:	**2 m 10 cm**
Price:	**Call**	Name:	**Hull 05**		
Condition:	**New**	Guest Cabins:	**5**		
Class:	**Motor Yacht**	Crew Cabins:	**3**		

Description

Brand-new 100’ Maiora M|30 Motor Yacht for Sale.

With sleek, sculpted lines and impressive interior volumes, the brand-new and redesigned 100’ MAIORA M|30 sets a new benchmark in its class. At 30.40 meters in length and with a beam of 7.50 meters for 190 gross tons, this motor yacht offers 5 en-suite cabins, designed for up to 12 guests, including a full-beam Owner’s suite forward on the main deck.

The layout of the all-new MAIORA M|30 features expansive outdoor areas, a redesigned beach area, and a 360° walk-around flybridge for an uninterrupted connection with the sea. This is a yacht where elegance, functionality, and fluid dynamism meet in perfect harmony.

Standout feature for this yacht for clients interested in registration under 24 meters is that, both LH (Hull Length) and LLL (Loadline Length), are <24m, *worldwide* with any Flag!

The new MAIORA M|30 was conceived to elevate the Italian brand’s vision of style, performance, and liability. As with the entire M line, this model is designed to express a strong sense of fluid motion, achieved through the refined balance of streamlined forms and generous volumes. Every curve suggests momentum, deliberate, never forced.

The MAIORA M|30 is the result of a collaboration between Maiora and Quartostile, a design studio renowned for its prestigious experience in the yachting sector as well as in the automotive industry. While the interior spaces have been crafted by Acube Design, an architectural studio with over 20 years of experience in the industry.

At the heart of the onboard experience is a stunning full-beam owner’s suite, enriched by floor-to-ceiling windows that flood the space with natural light and panoramic views, blending privacy, comfort, and openness.

Her upper deck includes a spacious “walk-around” flybridge with lounge, dining area, plenty sunbathing areas and can include an optional Jacuzzi pool.

Finally, a side garage is ready to house a tender, while a foredeck garage can store a PWC, always prepared to carry your adventures wherever you go.

The saloon features sliding side-doors that open the inside to the outside, while the full-beam Owner’s suite features expansive windows.

The MAIORA M|30 yacht is capable of hosting up to 12 guests across 5 en-suite staterooms, consisting of a full-beam Owner’s suite on the main deck and four guest suites on the lower deck. Her Owner’s suite benefits from expansive windows, providing unobstructed views from the comfort of the room. She can also sleep a crew of 5 across 3 cabins.

In terms of performance, the MAIORA M|30 yacht offers twin 2000 Hp MAN V12 Diesel engines providing her with a top speed of 21 knots, a cruise speed of 18 knots and a maximum range of 1050 nautical miles at her economical speed of 10 knots.

KEY FEATURES

- Newly redesigned model
- Can be registered under 24 metres
- 5 En-suite Staterooms for up to 12 Guests
- Full-beam Master on the main deck forward

- Beam of 7.50 m (the largest in her category)
- Full Height Windows: Flood of natural light giving more space and volume
- Innovative “Walk-Around” flybridge entirely designed on the same level, with no obstacle, teak decks from the aft flybridge to the foredeck with no doors nor stairs
- Extremely customized project: Flybridge pool (optional)
- Side tender garage, bow deck Jet-ski garage
- Separate crew quarters providing functionality and privacy
- Several décor options, customisation possible

Please click on the « Other Details » tab for complete specifications of this New Flybridge Motor Yacht for Sale.

Note: This is a brand-new Yacht, under full Manufacturer’s warranty.

Delivery: 2028.

Information & Features

MAN V12-2000 D286 LE496 (Engine 1)

Engine Type:	**Inboard**	Power:	**2000 hp**
Fuel Type:	**Diesel**	Propeller Type:	**4 Blade**
Drive Type:	**V Drive**		

MAN V12-2000 D286 LE496 (Engine 2)

Engine Type:	**Inboard**	Power:	**2000 hp**
Fuel Type:	**Diesel**	Propeller Type:	**4 Blade**
Drive Type:	**V Drive**		

Dimensions

LOA:	**30 m 40 cm**	Max Draft:	**2 m 10 cm**
LWL:	**23 m 75 cm**	Gross Tonnage:	**190**
Beam:	**7 m 50 cm**		

Weights

Displacement:	**110,000 kg**

Seating

Max Passengers:	**20**

Accommodations

Guest Cabins:	**5**	Crew Heads:	**2**
Crew Cabins:	**3**		
Guest Heads:	**6**		

Other

Warranty:	**5 Years**	Builder:	**Maiora (Next Yacht Group – Italy)**
Hull Shape:	**Semi Displacement**		
Designer:	**Studio Quartostile / Acube Design**		

Full Specs

MAIN CHARACTERISTICS

Builder: Maiora (Next Yacht Group – Italy)

Model: Maiora M|30

Naval Architect: Maiora

Exterior Designer: Studio Quartostile Italian Design / Centro Stile Maiora

Interior Designer: Acube Design / Centro Stile Maiora

Type: Motor Yacht / Flybridge Yacht / Superyacht / Raised Pilothouse

Hull Type: Semi-displacement / Planing

Hull & Superstructure Construction: GRP & Multiaxial and carbon fibre

Decks: Teak

Year: 2027

Overall Length: 30.40 m (99’ 9”)

Hull Length: 23.75 m (77’ 11”)

Maximum Beam: 7.50 m (24’ 7”)

Draft (full load): 2.10 m (6’ 10”)

Displacement: 110,000 kg (242,500 lb) approx.

Gross Tonnage: 190 GT approx.

Certification: CE Class A

Classification: RINA – C ✠ HULL • MACH Y – Unrestricted Navigation (Pleasure Yacht)

Location: Viareggio, Italy

PROPULSION

Type / Fuel: Twin Diesel

Main Engines: 2 x 2000 Hp (1471 kW) MAN V12-2000 D286 LE496 @ 2300 RPM

Maximum Speed: 21 knots

Cruising Speed: 18 knots

Economical Speed: 10 knots

Range @ 10 Knots: 1050 NM

Gearboxes: 2 x ZF 3000-series with configuration “V- Drive” optimized reduction ratio

Propeller Shafts: 2 x High-resistance stainless-steel type “AQUAMET 17” with hydro-lubricated rubber bushing

Propellers: 2 x DETRA 4-blade NiBrAl Class S

SCR Exhaust Filters (Optional):

- 2 x After treatment systems (one for each engine) installed downstream the main engines in order to comply with the IMO TIER III NOx emission limits required to operate in ECAs areas.
- The system operates with a Urea solution. 2 x Tanks are dedicated for the storage of the urea.
- The SCR system can be switched off outside the ECAs area in order to avoid the urea consumption

TANKAGE

Fuel Capacity: 12,800 l (3,381 US Gallons)

Fresh Water Capacity: 3,000 l (792 US Gallons)

Grey and Black Water Capacity: 1,200 l (291 US Gallons)

ACCOMMODATION

Guests: Up to 12 in 5 cabins

Crew: 5 in 3 cabins

Guest Cabin Configuration:

- Full-beam Master cabin (double) forward on main deck, office desk/vanity, private lounging area, en-suite bathroom with His & Hers lavabos, toilet, starboard side shower, walk-in dressing room and couch
- 2 x VIP double cabins on lower deck, each with double beds, closets and en-suite bathrooms
- 2 x Twin cabins on lower deck, convertible to doubles with sliding bed mechanism, each with closets, en-suite bathrooms and additional Pullman beds (Optional)

Main deck with Designer main saloon, formal dining area, fully equipped galley and day-head

Wheelhouse in raised pilothouse

Crew Accommodation:

- 5 Crew in 3 cabins with integrated facilities
- Captain's cabin with en-suite bathroom
- 2 x Bunk-bedded cabins with shared bathroom

Crew mess & laundry room

Maximum Number of Persons Onboard: 20 pax.

MAIN EQUIPMENT

Steering System: Electro-hydraulic steering system. The steering system is controlled respectively by the automatic pilot, by the manual steering wheel located in the helm stations, as well as by a manual emergency station located in the engine room

Rudders: 2 x Hanging rudders with hydrodynamic profile, located behind the two propellers. The rudders are made of double sheet stainless, structurally welded to the stainless-steel shaft. The two rudders are mechanically connected through a junction bar in order to grant their simultaneous movement

Stabilizers: CMC Marine electric dynamic fin roll stabilizing system allowing at "Zero-Speed" (at anchor and/or when the ship stands still) and underway. The control panel of stabilizers is located in the wheelhouse

Bow Thruster: Transversal thruster to achieve a good thrust and then a quick reaction of the yacht in manoeuvrings. The movement of the bow thruster is achieved through an electric motor and its related inverter. The control device of the bow thruster is joystick type, in a proportional version and is located in the helm stations

Stern Thruster (Optional): Transversal thruster to achieve a good thrust and then a quick reaction of the yacht in manoeuvrings. The movement of the bow thruster is achieved through an electric motor and its related inverter. The control device of the bow thruster is joystick type, in a proportional version and is located in the helm stations

Flaps: 2 x Stainless-steel plates, installed on the transom in correspondence of the bottom. The motion occurs by means of an electro-hydraulic system with the control and indications located in the helm stations

Watermaker: IDROMAR reverse osmosis 130 l/h (Standard) - 180 l/h (Optional)

Sanitary System: PLANUS water system with macerator pumps inside the WCs

Air Conditioning:

- Reversible heating and refrigerating centralized unit, CONDARIA nominal cooling capacity 180,000 BTU/h
- Operating Conditions (Summer - Cold Cycle):
    1. Outdoor temperature 35°C
    2. Indoor temperature 22°C
    3. Sea water temperature 32°C

ELECTRICAL EQUIPMENT

Electrical Circuits:

- 400V / 220V AC
- 24V DC

Insulation Transformer: Three-phase insulation transformer suitably protected in metal housing with proper ventilation and visual display 50 KVA, 50Hz, 400V / 220V

Shore Power: 20 m, 63A, 3-phase + neutral + ground

Seamless Transfer: The system in "automatic" mode allows the transfer of the load from the generators to the shore (and vice-versa) through a temporary parallel in order to avoid any black-out during the load transfer

Batteries:

- The two main engines are fitted with 2 separated starting battery packs
- The two generators are fitted with 2 separated starting battery packs
- The service battery bank is independent in 24V
- Separated battery pack is dedicated to supply only in emergency conditions
- A separated battery pack is dedicated to supply only in emergency conditions all main Radio, Radio Positioning and Radio Communication apparatus

Battery Chargers:

- MASTERVOLT 220V for the engines starting
- MASTERVOLT 220V for the generators starting
- 2 x Automatic MASTERVOLT 220V for the service batteries
- MASTERVOLT 220V for the emergency batteries

Main Electric Power Switchboard: The main electric switchboard is installed in the engine room in an easily accessible position either for normal operation and for major maintenance

Generators: 2 x 45 kW KOHLER 400V tri-phase + neutral, 50 Hz

Parallel System Between the Generators (Optional): Main Switchboard of a system for the automatic control and management of the parallel between the two generators. In “automatic” mode the bus-bars braker is normally closed and the load is shared between the two generators. In “manual” mode the system will work independently

DECK EQUIPMENT

Windlasses: 2 x Electric windlasses of vertical type are located in the bow of the main deck on a basement made of polished stainless steel, fitted with scuppers to drain water into the chain locker. The winches are equipped with stainless steel drum, galvanized steel gypsy, brake and chain stopper. The power of the windlasses is suitable to lift the anchors and chains and controlled by a wired remote-control.

Mooring Capstans: 2 x Electrically powered, are installed aft on the swimming platform on the starboard and port side. The winches have a drum and are complete with foot controls positioned on the deck and controlled by foot-switches winding in two directions

Anchors: 2 x 120 kg (High Holding Power) galvanized stainless-steel balanced anchors. The anchors are located on the bow inside stainless steel hawses

Anchor Chains: 2 x Hot dip galvanized stainless-steel, 14 mm gauge, 110 m length. A rotating adaptor made of stainless steel is located as a connection in between the chain and the anchor.

The end of the chain in the chain locker is fixed to the structures through a shackle fastened in a position easily accessible from the chain locker

Anchors and Chains Washing System: Anchors and related chains washing system is integrated in the fixed sea water firefighting system

Aft Gangway: Telescopic electro-hydraulic gangway installed inside the transom, totally built-in in order to allow an easy and safe board access from the quay with the moored motor yacht and including:

- Control Panel, water proof type fixed close to the stern bulwark and located near the gangway
- 2 x Remote controls for the operation of the gangway from the quay
- Stainless-steel structure with teak grill platform

Pool in the Flybridge: The hydromassage tub is located in the aft portion of cockpit, and is suitable for fresh and salt water. The system is equipped with pump, filter, hydromassage pumps, 3kW titanium heater, control keypad besides the bathtub. Filling with fresh water takes place through the autoclaves. The recirculation pump and the heater can be operated from the hydromassage electrical panel. From the poolside keypad you can manage the hydromassage and lights (Optional)

Swimming Platform: Made of fibreglass and is integral part of the aft transom structure. For the mooring operation of the yacht, mooring cleats, fairleads and capstans are installed on the sides of swimming platform

Swimming Ladder: Electro-hydraulic swimming ladder located inside the aft platform totally built-in with control panel located close to the aft transom, stainless-steel structure and teak steps

Side Tender Garage: Transversal garage for the housing of an approx. 5.00 m diesel tender is located under the main deck fore of the engine room. A hatch (electro-hydraulic) on the port side of the hull allows the access to the

garage and is made of fiberglass. A system with manual rollers allows haulage and launch of the tender. A hydraulically operated crane allows haulage and launch of the tender

Bow Deck Garage: Installed with opening mechanism and davit for launching the Jet-ski

Horn: Audible warning device of pneumatic type compliant with the internal Regulations is installed on the signal mast. The system is also equipped with automatic fog horn

Searchlight: 1 x Adjustable searchlight is installed on the mast and is provided with control panel on the helm stations

MISCELLANEOUS

Mooring Lines:

- 2 x Aft mooring lines with splice, chain and thimble
- 2 x Fore mooring lines with splice
- 1 x Towing line

Fenders:

- 8 x White PVC fenders F6 oval type
- 2 x White PVC fenders A4 round type
- The fenders are fitted with a rope having a suitable length and equipped with a cotton protection shield with “MAIORA” logo

Handrails: Made of polished stainless-steel frame are provided for outside stairs and / or main deck and sundeck. The handrails facing the aft on the sundeck have glass panels integrated

Yacht Name: Yacht’s name and the Port of Registry are fixed on the aft transom. The letters are realized in polished stainless steel 3mm thick directly glued on the transom. The letters of the port of registry are made in black sticker. The character style, the size and the shape, of the Yacht Name, are defined as per Owner’s requests

Deck Covers: PVC protection covers are supplied in order to cover all the furniture, equipment and apparatuses installed on open decks exposed to weather conditions

Nautical Inventory:

- Marine clock
- Hygrometer
- Thermometer
- Barometer
- National flag of the country of registration
- Courtesy Flag (Italian)
- Flag with “MAIORA” logo

SAFETY EQUIPMENT

Sea Water Fire Extinguishing System: Composed by an electro-pump which supplies sea water to the fire stations located in the bow and stern of the motor yacht. The Fire System Electro-pump is also used for the automatic washing of the chain and anchor before recovering them in the chain locker.

Inert Gas Fire Extinguishing System: The whole engine room compartment is entirely protected by a fixed aerosol fire-extinguishing system. Warning electric sirens starts by the activation button of the fire system, in order to allow the escape form the Engine Room, with 30 seconds delay on the discharge

Portable Extinguishers: All portable extinguishers supplied and installed on board will be in compliance with Classification Society Requirements and according to an approved Fire-fighting Plan. The fire-extinguishers could be CO2, powder or foam type, according to the protection area in which they are located

Bilge System: A second pump having in general the same technical characteristics of the Fire Pump is installed on board and used for bilge waters evacuating system as required by Classification Society Regulations. The Fire Electro-pump and the Bilge Electro-pump are connected to each other by mean of a cross-over manifold that allows the emergency exchange of the two functions. Each bilge compartment is also equipped with an automatic “submersible” pump. The function of these small pumps is to suck in a completely automatic or manual way the small quantity of water located in the bilge.

In each bilge compartment a floating sensor is installed, which gives an acoustic and visual bilge high level alarm on the wheelhouse. In emergency conditions, it is possible to use the sea water pumps of the main engines to waste the

bilge water located in the engine room. On the sea water pipings of the engines, two emergency suctions with butterfly valves; it is possible to suck from the bilge by partially closing the sea water suction pumps and opening the butterfly valves of the emergency suctions

Fire Detection: Digital display panel for the fire detection on board is installed in the wheelhouse. The fire detection system consists of several sensors with optical smoke or temperature detection sensors located in the various areas. The panel displays the alarm warnings (using acoustic and luminous sign) from these sensors

Interphone System: For internal communication from the wheelhouse and engine room.

The intercom control panel is located in the wheelhouse station. The engine room station is provided with a visual/acoustic call system, with headphones. The main unit is powered by 24V DC current

TENDERS & PWC

1 x Tender up to 5.00 metres (on lateral-launching tender garage)

1 x Jet-ski (on bow deck garage)

Yacht Brochure

Available on request.

Customisation

Options, interior décor and layout modifications are possible.

Warranty

5 Years on the hull, 2 years on the rest of the vessel.

Delivery

Summer 2028.

Inspections

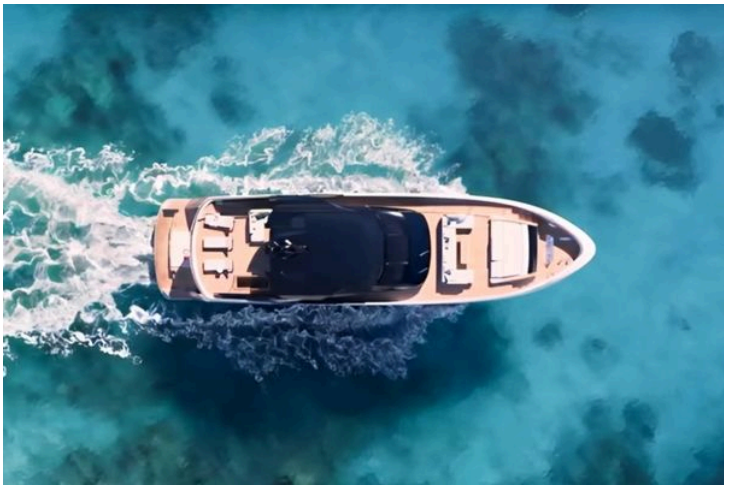
Prior appointment at the yard, please.

Berth

Berth place management possible on French or Italian Riviera as well as Spain (Mainland and Balearic Islands), Greece and Turkey.

Disclaimer

These particulars are given in good faith as supplied to us but cannot be guaranteed and cannot be used for contracts.



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