

43 ft 2022 Neo 430 Roma, NEOJIVARO

US\$895,000 Tax: N/A

Saint Paul, Antigua and Barbuda



Kevin Dailey Yacht Brokerage



Boat Details

Make:	Neo	Class:	Racer/Cruiser	Crew Cabins:	0
Model:	430 Roma	Hull Material:	Composite	Guest Heads:	1
Year:	2022	Beam:	13 ft 4 in		
Price:	US\$895,000	Name:	NEOJIVARO		
Condition:	Used	Guest Cabins:	3		



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Description

Neo 430 *Roma* Hull #6 "NEOJIVARO"

Full carbon 2022 Racer-Cruiser, twin rudder, fixed keel, V-Bed interiors

Built by NEO YACHTS & COMPOSITES in Bari (Italy) for YGRO SAILING SAS, launched on 15 July 2022, optimized and upgraded by YGRO SAILING to take part to offshore races Cat OSR 1 to 3 with a crew of up to 10 sailors.

Ready to continue her success story at the top of IRC or ORC races with a new owner.

The Neo 430 Roma is a high-performance sailing yacht designed by Ceccarelli Yacht Design, renowned for its full-carbon construction that achieves an ultra-light displacement of around 5,700-5,800 kg.

Lightweight Construction

It uses advanced prepreg carbon fiber with epoxy infusion and Gurit technology, cured at 70°C for superior strength-to-weight ratio.

This sandwich method, combined with structural composite interiors and minimalistic furniture, allocates 52% of weight to the keel (about 2,800-2,900 kg ballast), enhancing stability without excess heft.

The result is a Category A ocean-rated yacht with low wetted surface area and a long waterline (11.8m LWL on 13.06m LOA).

Information & Features

Dimensions

LOA: **43 ft**

Beam: **13 ft 4 in**

Accommodations

Guest Cabins: **3**

Guest Heads: **1**

Other

Hull Shape: **Monohull**

Designer: **Giovanni Ceccarelli**

Builder: **Neo Yachts & Composites**

NEOJIVARO PRESENTATION

NEOJIVARO is Hull#6 of the NEO 430 *Roma* full carbon, semi-custom cruiser / racer designed by Giovanni Ceccarelli and built by NEO YACHTS & COMPOSITES in Bari, under the direction of the Italian Olympian Paolo Semeraro. Hull#1 "Lucky Seven" splashed in end 2020. Hull#6 was ordered by YGRO SAILING in early April 2021 after a visit and test sailing of Hull#2 "About Time" (now racing in Australia).

NEOJIVARO raced extensively from 2022, mainly under IRC, with a full crew from the Jivaro Sailing Team, comprised of 80% Corinthian sailors. In 2024, she won the Middle Sea Race and finished 3rd at AEGEAN 600. In January 2026 NEOJIVARO will be the first NEO ever entering a transatlantic race (the RORC Transatlantic from Lanzarote to Antigua). With this program in view, NEOJIVARO underwent careful and extensive yearly maintenance and optimization campaigns. Numerous modifications and upgrades very carried out to improve performance, increase lifetime of running rigging and deck hardware, ensure maximum reliability of systems, and provide safe, comfortable and efficient life conditions on board during long passage.

NEOJIVARO will be based in Marina de Bas du Fort (Guadeloupe) from end January till end April. The team plans to join the Caribbean 600 and then the Antigua to Bermuda Race (29 April – 7 May).

Fast and light, the NEO 430 was designed and built to be the fastest boat on the water for her size. At the 2023 AEGEAN 600 race NEOJIVARO set a speed record of 28 kts.

Her sistership NEOMIND (Hull#5), raced by a mostly professional crew, won the 2023 "Cinquecento" overall and her division in both IRC and ORC at the 2023 AEGEAN 600, amongst many other podiums in the Mediterranean.

The NEO 430 is also raced easily and very competitively double-handed: MIA GIOIA (Hull#12) was crowned ORC Class A Double Handed World Champion at Monfalcone in September 2025 while NEOMIND finished 3rd.

Although designed for offshore racing, she offers excellent performance upwind and in light wind, allowing lots of fun in windward / leeward inshore races. With nice interiors, full accommodation for 6/8 people, and easy conversion from "Race mode" to "Cruising mode", she allows very pleasant family cruising.

Built using state of the art technologies and the best available raw materials and components on the market, the whole production process and the prototype itself have been certified as "A category OCEAN" from "E NAVE BUREAU". All the components are made in Europe and EC certified. The boat is built to fulfill OSR 1 requirements.

Hull, deck, bulkheads, structural interiors and all reinforcements are made of hi density PVC core, multidirectional fiberglass and carbon fibers, infused with epoxy resin LV 26 from GURIT, post cured at 65°. Keel and longitudinal reinforcements are made of multiaxial and unidirectional solid carbon fiber directly infused on the hull (post cured at 60°). Built-In carbon fiber chainplates and headstay attachment. Spa bonded hull and deck joint with triple carbon tapers in the hi load areas.

The NEO 430 benefited from the NEO 400+ prototype full top level racing seasons (inshore and offshore), guaranteeing further optimization of structures, systems, interiors, appendages and deck layout. In 2014, NEO 400+ won the Middle Sea Race in the toughest edition ever, facing 55 knots and 7m waves without any even minor damage when 60 out of 120 yachts retired. NEO 400+ also won twice the ROMA x 2, the most prestigious double handed race in the Med. Further improvements of the NEO 430 design have been studied thanks to NEO 350 performance analysis and NEO 570 intense CFD research.

NEOJIVARO SPECIFICATIONS

HULL LENGTH m	13.07 m	WEIGHT (rating conditions)	5992 kg	MAX BEAM	4.05
WATERLINE LENGTH m	11.85 m	BULB WEIGHT	2457 kg	BOWSPRIT (FIXED)	1.66
DRAFT	2.89 m	RUDDER DRAFT	1.4 m		

IRC Rating:

P = 17.20 E = 5.79 J = 5.05 FL = 18.22 STL = 7.09 DLR = 114

Age Series = 2021

Primary TCC (M2 Main) 1.226 (inshore set-up : 62.5 m² Main, 46.7 m² Jib, 185 m² Spinnaker, 4 spinnakers, 4 flat headsails)

Secondary TCC (M3 Main) 1.216 (oceanic set-up : 60.4 m² Main, 42.6 m² Jib, 185 m² Spinnaker, 4 spinnakers, 3 flat headsails)

ORCi Rating:

DLR 3.5872 Righting Moment 227.0 kg.m Stability Index 134.5

M2 Main: APH ToD 450.8 APH ToT 1.3309 CDL 12.416

M3 Main: APH ToD 451.5 APH ToT 1.3288 CDL 12.443

ENGINE: VOLVO D1-30F saildrive 130SR-D (1510 hrs as of Jan 1, 2025), 12V/115A alternator, Volvo 2 blades 17/13 folding propeller

STERLING Power Alternator to Battery Charger 12V/130A 6 SOLBIAN Ultrathin Solar panels (326 WP altogether)

MASTERVOLT MLI Ultra LiFePo 12V-2750Wh House battery
Engine battery SUPER B Lithium Andrena 12V-15AH SC

MASTERVOLT ChargeMaster Plus 12/50-3 battery charger
automatic battery breakers EasyView 5 battery monitoring; BlueSea

WATER TANKS (three) 165 litres GASOIL TANK 91 liters

SCHENKER ZEN 30 water maker (full overhaul by manufacturer in June 2025), with 3 intake points

NEOJIVARO MAIN OPTIONS

Fixed T keel made of a Weldox 700 centerboard with CFD optimized shell and CNC machined lead bulb. Welds were checked with Dye Penetrant Test by expert commissioned by buyer)

Prepreg carbon rudders and rudder stocks autoclaved at 100° (new, 2023 model of rudders retrofitted in end 2024 then further improved in end 2025 to replace the originals); JEFA steering system with alloy arms and self-aligning JEFA roll-bearings

NAUTIX hard antifouling A4Tspeed on hull and A9Tspeed on appendages

Carbon epoxy made pedestals (post cured at 60°) with instruments consoles and 900mm carbon fiber wheels

Grand Prix options:

- Multistep infusion for hull, deck and bulkheads, w. CORECELL internal core thermoformed + vacuum-glued, all post-cured at 65°
- PAUGER Hi-modulus mast with carbon spreaders; PAUGER carbon fiber boom and vang
- Three FACNOR 3T internal locks (Code 0, Jib and Staysail halyards); track for locked mainsail with three reefs locking sections
- Three spinnaker halyards: one fractional / two masthead (one can be fed through the same deviator as the fractional halyard)
- Twin UD dyneema SK99 backstays and BSI rod standing rigging (inspected in end 2024 / V1 – V2 and D3 replaced).
- Hydraulic tuning for forestay (BAMAR cylinder with manual pump at backstay trimming station) with CYCLOPS instrumented pin.
- All halyards and sheets professionally made hi-spec with SK78 cores, technora-polyester sheaths and dyneema-covered terminations and eyes

Interiors : V-Bed version:

- 2 aft cabins, each with 3 beds (2 pivoting + 1 removable), one Moonlight flush portlight, and one Lewmar porthole
- forward cabin with 2 V-beds convertibles into a large twin bed; large Moonlight flush hatch opening at 180°
- chart-table with drawers, a large instruments panel, and a Moonlight flush portlight above
- L-kitchen with Techimpex pivoting gas cooker (2 fires and oven), a custom-made composite sink, and a Moonlight flush portlight
- upper lockers in dinette and galley with sliding black plexi closing; shelves added for offshore sailing at a later stage
- central sofa convertible into 2 beds each side, the upper one pivoting, shelves added same
- central removable dinette carbon table with carbon legs usable as cockpit table, and long windows above
- front toilette with manual WC, black water tank, shower with electric drain pump, custom-made composite lavatory, and portlight
- Seat / storage in each cabin under the wardrobe, soft closing in all wardrobes
- Matt finish white painting to allow minimizing application of filler compared to standard gloss finish (saved many 10s of kg)

Cruising options:

- Seadeck (EVA) in cockpit floors and seats, beach platform, floorboards and cabin floors
- ISOTHERM Slim Square 16LT hot water boiler and 12V fridge
- Small cocktail table with extra carbon leg, removable
- Transom beach platform closing liferaft compartment, with hot / cold shower
- Lewmar VX1L 800W windlass (2024) and integrated anchor support and chain roller in bowsprit – all removable

NEOJIVARO MAIN UPGRADES AND OPTIMIZATION

Offshore racing upgrades:

- Companionway protection combining custom made hard support and foldable red fabric spray hood (with PVC windows)
- Added 10 strong pads-eyes in cockpit and on foredeck to provide readily usable clipping points for crew
- Custom carbon handholds added to steering consoles, companionway, chart table, kitchen, aft cabins, center, toilette (+/- 15)
- Lee cloths added to all pivoting beds (2 in each aft cabin + 2 each side in the center through conversion of sofa), also shelves, and supplied “offshore-proof” trekking mattresses to replace cruising cushions while racing, thus ensuring adequate resting conditions while properly hiking for a 4 to 5 crew off-watch shift
- Blanked off natural ventilation for engine compartment (open to cockpit water), replaced by air extractor over alternator with closable ventilation ducts for exhaust
- Repositioned Fridge compressor to avoid splashing of bilge water (2025)
- Optimized water maker installation with three alternative intake points and an intermediate canister to segregate the produced water from older, stagnant water in tanks, thus provide safer drinking water

Deck layout and rigging optimization:

- KARVER KMS40 locking headboard car for Mainsail; two KARVER KHR hooks for reefs
- 8 KARVER winches: 4-speed KSW 52 (primary) and 46 (piano and mainsheet) + 2-speed Compact KCW 45 for backstays
- Additional Rod -22 forestay (2024) with twin-groove Shaefer Tuff Luff AERO 2506 headfoil, to allow switching from initial configuration of PBO forestay with single groove Gorilla Rigging's G-Foil (fabric wrap around forestay + polycarbonate plastic extrusion hung behind it) – adds kg but more versatile for sail changes + lowers TCC
- Modified position of mainsheet blocks on coach roof's side and increased purchase to allow more effective use of jib in haulers
- Angled mainsheet traveler track by 20° to align with pulling force of mainsheet thus reducing friction (very effective!)
- Replaced jib and staysail sheets feeders by double blocks on raised wedges – to reduce friction and sheet override on winch
- Replaced genoa lead cars by Hi Load version (2025)
- Repositioned mainsheet winches to allow more suitable space for the trimmer and added raised wedges to reduce friction
- Added raised wedges to blocks to reduce risks of sheet override on winches
- Headstay strop connecting forestay to BAMAR hydraulic ram lengthened to allow more rake (2025)
- Jib Cunningham reinforced (stronger anchor points, stronger blocks, added purchase) to reach 1t SWL (2022 – 2023)
- Added custom slider on forestay strop to prevent luff tape ripping
- Added footsteps for Tactician and Mainsail trimmer + modified helmsman footprint (2025: 2 positions)
- Replaced most ANTAL blocks by HARKEN (esp. mast step halyard blocks) to reduce friction and increase lifetime
- Replaced all ANTAL V-jammers at piano station by Spinlock XCS and XXB (2024)
- Moved Staysail and Code 0 tacklines (on Constrictors) from side deck to coach roof (2024)
- Fed Main Cunningham and outhaul to piano (2025)
- Replaced Constrictor jammer for Spinnaker Tack line by KARVER KJ10 (2023)
- Added Spinlock ZS0812 flying jammer to allow using a winch for the spinnaker tackline (2023)

NEOJIVARO SAILS (22 SAILS)

Racing Sails (all Quantum Sails):

- M2 (Mar 2024): Fusion M7 VX Offshore 19K, C-Tech battens, 2 reefs, 65 m², light wind weather, very good condition
- M3 (Dec 2024): Triradial, AS 06 dt, C-Tech battens, 2 reefs, 62 m², breezy weather, very good condition.
- J1.5-2 (Sep 2025): Fusion M7, 49 m², 0-11kts, (new)
- J2-2 (Mar 2024): Fusion M7 VX offshore, 19K, 48 m², 11-19kts, very good condition
- J3-2 (Sep 2025): Fusion M7, 44.7 m², 11-19kts, (new)
- J4-1 (Dec 2024): Triradial, AS dt 11, 40.6 m², 27-35kts, (as new)
- A2-2 (Jul 2024): Quantum Sails, SK 130-90-75 (20%-50%-30%), 187 m², good condition
- A4-2 (Sep 2025): Quantum Sails, SK 200-150-130 (20%-50%-30%), 159 m², (new)
- A6-1 (Dec 2024): Quantum Sails SK 200, 144 m², with sock, (very little used – as new)
- Genoa Staysail (Jul 2022): Triradial, CS20-15LS (20%-80%), 25 m², also Heavy Weather Jib, on Karver KF3 Large furler, (getting worn out)
- Spinnaker Staysail / Blast Reacher (Jul 2022): Triradial, CZ90-60GP (40%-60%), 39 m², also Wind Seeker, on a Karver furler, (getting worn out)
- Code 0 (Jul 2022): Triradial, CS20-15 (10%-10%), CZ90-60-30GP (20%-30%-30%), 126.4 m², on Karver KF3 Large furler, (getting worn out)
- Storm Jib (Jul 2022): Challenge Storm Orange 9.88 (100%), 14.60 m², for use with one of the Karver furlers, very good condition
- Trysail (Jul 2022): Challenge Storm Orange 9.88 (100%), 17.30 m², very good condition

Delivery / Cruising / Training sails (all Quantum Sails but for the Cruising Genoa Staysail):

- M1 (Jul 2022): Fusion M7 VX Offshore, 2 reefs, 65 m², worn out
- J1.5-1 (Jul 2022): Fusion M7 VX light Black, 48 m², 0-11kts
- J2-1 (Jul 2022): Fusion M7 VX light Black, 47 m², 11-19kts
- J3-1 (Jul 2022): Fusion M6 Taffetas gris, 43 m², 19-27kts, worn out
- A2-1 (Jul 2022): SK 90-75 (30%-70%), 187 m²
- A4-1 (Jul 2022): SK 130-90 (40%-60%), 164 m², with sock
- Cruising Genoa Staysail (Jul 2022) : Banks Sails, iRevolution Carbon – Dyneema, also Heavy Weather cruising Jib, good condition

NEOJIVARO ELECTRONICS and COMMUNICATIONS

B&G H5000 Hercules CPU with:

- NEP2 Network Router ZG 100 10Hz GPS antenna Precision 9 compass unit
- 3D Motion sensor Audible Alarm Module Barometric pressure sensor PK air temperature sensor
- AIRMAR ST850-P17 Speed/Temp sensor AIRMAR DT800 N2K Depth sensor
- WS720S carbon oceanic wind MHU 1.1m (windspeed and wind angle bearings replaced 2025)
- RF25N Rudder Feedback Unit
- 5 units H5000 20/20 HV displays on custom carbon bracket at the mast
- Zeus 3s 9" MFD on Starboard console, with full Western Europe, Caribbeans and East Coast US Charts, including Canaries, Madera, Azores, Bermuda, Bahamas
- 2 units H5000 Graphic Display (one for Port console and the other one at Chart Table station)
- 2 units Triton2 displays at the tactician / headstay trim / backstay trim station (one on each side)

CYCLOPS Marine Headstay Load instrumented pin (2024) connecting BAMAR cylinder (to adjust forestay length) to bow

Autopilot: B&G H5000 Hercules Pilot Computer, T2 Hydraulic Power Ram, Triton2 keypad (on Port console) and WR10 Wireless Remote

VHF and AIS: B&G V60-B AIS VHF with H60 Remote wireless handset (2025 – with two cradles: one at starboard helm console, the second one at chart table station), B&G NSPL500 splitter (2024), single VHF masthead antenna

FourthCape E-Bar (customized) electric rudder angle trimming, including control box, keypad, and connection to B&G system

Offshore Tech Keel Calm USB Keel Camera (2025)

Mini PC GEEKOM IT 11 Intel Core i9/i7 with LED 17" screen, keypad, mouse (2024) at Chart Table station

TELTONIKA RUT956 LTE Cat 4 router (2025) + external combined 3G/4G/5G/WiFi antenna Poynting A-PUCK-5 (on coachroof - 2025)

STARLINK: Mini antenna with EDUP 5-in-1 9-36V DC 150W GigE PoE Injector (2025)

NEOJIVARO SAFETY EQUIPMENT LIST

Life raft: Alpha Ocean PLF-10 (10 persons) ISO9650-1 with >24hrs pack, revised 22/05/2025 (next revision by 22/05/2028)

EPIRB: Ocean Signal rescueME EPIRB1 (battery expiry date 07/2032)

MOB buoy 1: horseshoe, hard foam, with light and drogue

Danbuoy: Ocean Safety MK2, revised 17/04/2024 (next revision by 17/04/ 2026)

MOB buoy 2: Ocean Safety horseshoe Jonbuoy, revised 17/04/ 2024 (next revision by 17/04/2026)

MOB recovery lifesling: Silzig MOB buoy / harness with 30m floating line

MOB floating / water activated strobe and search lights: 4 units of Exposure Marine MOB light

Lifejackets and tethers: 10 Spinlock Deckvest 6D – 170N (all revised 11/2025)

Safety Lines: 10 Glowfast HLR Safety Lines – 2m HLR with 2 elasticated center hooks, new (12/2025)

Personal AIS Locator Beacons: 11 units of Ocean Signal Rescue MOB1 (expiry dates 02/2030 to 11/2031)

Seabrake GP30 drogue with 3m chain and ANKAROLINA 56m flat anchor line (mainly for rudder loss)

Automatic Fire Suppression systems: BlazeCut 3m in Engine compartment and PROTENG in Battery compartment

Fire Extinguishers (2kg powder and 2kg CO2 – revised 20/11/2025); fire blanket

Three Automatic Bilge pumps: Rule LoPro 900S (450 GPH = 28 l/mn each at 1m head), in lowest points of aft locker and main cabin when heeled

Emergency Bilge Pump: Rule Heavy Duty 3700 (2900 GPH = 183 l/mn at 1m head), deployable in any flooded area

Two Manual Bilge Pumps: one at Chart Table station, the other one at the helm station

Spare SUPER B Lithium Andrena 12V-15AH SC Engine battery

Emergency Quench Sea 2.0 manual water maker

All other items to comply with OSR1 inventory (spare VHF antenna, portable VHF, spare firing heads and cylinders for lifejackets, soft wood plugs attached to thru-hulls, spare navigation lights, pyrotechnic devices, ... etc)

NEOJIVARO MISC EQUIPMENT

Main anchor: 16kg Lewmar Delta stainless steel with swivel and 50m 8mm ISO316 stainless steel chain and 50m rope

Secondary anchor: Fortress FX-23 (6.8kg) with leaded anchor rope

Fenders: from CERTEC, 4 cylindrical 25x70 cm and 4 rectangular 50x80xthickness 20 cm, all inflatable and labelled with boat name (new)

Tender: 3DTender Superlight Twin Air 250 white

Carbon fiber foldable Gangway from GS Composite

Sun awning on carbon legs for cockpit

Race sun awning

Lazy bag and lazy jacks

Boom cover

Cockpit cover

Dock storage bag

VTR molded Splashes for cradle

Full inventory of cruising cushions in excellent condition (mostly kept in dry storage): 10cm thick for the 6 beds (2 in each aft cabin + 2 in forward cabin), 8cm for sofa (4 cushions) and upper pipe-cots (2 cushions), small cushions for storage / seats in cabins, all royal blue

One hard composite door for toilet, other cabin separations made of membrane sailcloth with zippers

Bi-color and dimming white/red LED lights in center and front cabin; dimming white lights in aft cabins, chart-table, kitchen, toilet, most with USB sockets

4 step carbon fiber internal stairway, pivoting to give access to engine compartment

4 retractable ultralight aluminum folding cleats from SEASMART, with Neo logo

Carbon-epoxy walkable bowsprit with convertible bobstay attachment system to switch race / cruising modes (one spinnaker tackline in cruising mode and one additional Code 0 / spinnaker tackline in race mode)

Rope bags in cockpit (x4), piano (x2), and companionway (x2)

Composite pulpit and stanchions with spares (3 units: one of each type)

Disclaimer

The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.



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Roma



Sistership





eo 430

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