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- THE AMAZING - RACE

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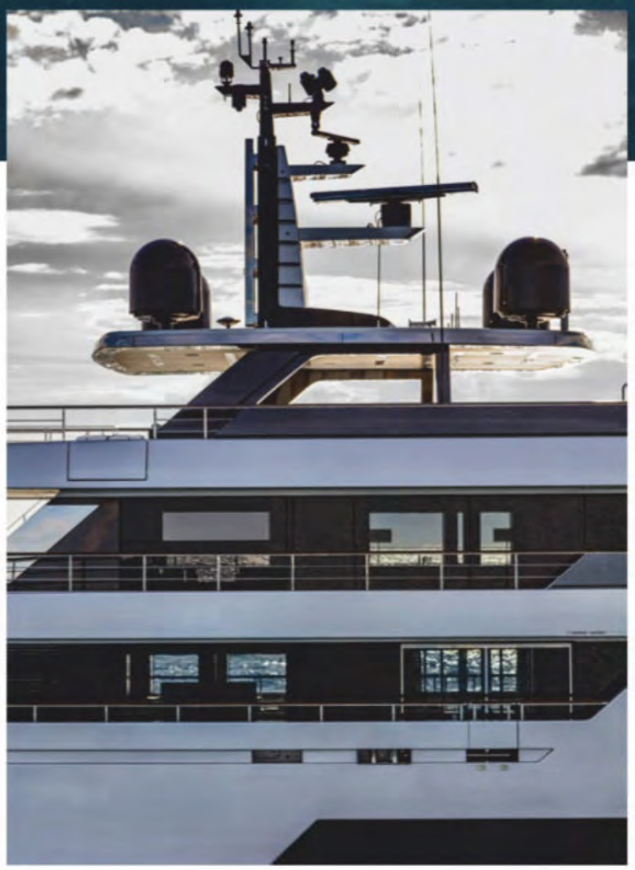
Race

PHOTOGRAPHY Alberto Cocchi

This 164ft Riva takes the storied Italian brand into a whole new size bracket. Carlo Riva would certainly have been proud, says *Risa Merl*

"*RACE* TAKES INSPIRATION FROM THE CARAVELLE, WHICH WAS A TRUE MASTERPIECE CONCEIVED BY CARLO RIVA"



The largest Riva yet employs styling techniques common to the company, such as shiny stainless steel, high-gloss mahogany and Corian dining tables on the upper aft deck and sundeck. Material selection is meticulous, and small details such as Riva logos (above) abound throughout the yacht

When the Riva 50 Metri made her public debut at the Monaco Yacht Show in 2019, the name emblazoned on her transom – *Race* – gave a hint as to who her owner was. And in case there was any doubt, the treasure trove of Ferrari memorabilia on board and an unusual automotive-inspired bridge made it crystal clear.

As board member, chairman of product development and 13.2 percent stakeholder in the Ferretti Group, parent company of Riva, Piero Ferrari's choice of builder is unsurprising. But this famous engineer's passion for the brand is genuinely infectious. "Riva details are distinct from any other yacht," he enthuses.

At 164ft, *Race* is the largest-ever Riva yacht, proudly previewed in June 2019 at Venice's Arsenal, during an exclusive client event. She's also the first to emerge from the Riva Superyachts Division, which was established in 2014 at the Ferretti Group Superyacht Yard in Ancona, where its CRN, Custom Line and Pershing superyachts are built. The name Riva most vividly evokes the sexy runabouts that made the brand famous in the 1960s and 70s. But Carlo Riva always envisioned a place for larger Riva boats, as seen in his collaboration with De Vries (Feadship) and later CRN on the 78ft Riva Caravelle series, and his personal yacht, 100ft *Vespucci*, which was delivered in 1978 and relaunched in 2018 after a thorough refit.

Two exterior styles, each drawing inspiration from classic Rivas, are offered on the same technical platforms in the Riva Superyachts series, in four sizes from 164ft to 310ft. This first design is inspired by the 1964 Riva Caravelle series. The second option is

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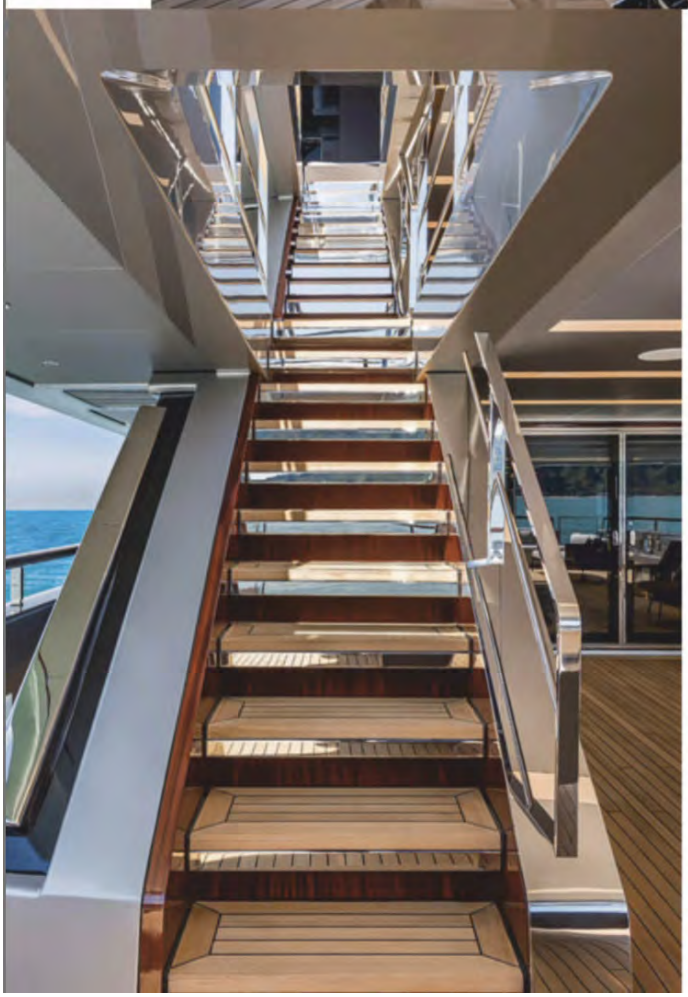
"WE WORKED WITH THE OWNER FROM THE START. WE DECIDED EACH DETAIL WITH HIM... THIS YACHT IS VERY MUCH A PART OF HIM"

The sundeck (right) is shaded for almost all of its length. This top deck, which has a barbecue and wet bar, provides another al fresco dining option, with a second Corian table that seats 10. When the tender is launched, the garage transforms into an open beach club (opposite page, top)



sportier, with rounded lines and a more aggressive profile, taken from the Riva coupé yachts and seen on the current Riva 76 Perseo and 88 Domino Super.

The Riva 50 Metri's exterior and interior were created by Officina Italiana Design in concert with Riva's in-house team. "*Race* takes inspiration from the Caravelle, which was a true masterpiece conceived by Carlo Riva," says Sergio Beretta, CEO of Officina Italiana Design, which he founded with chief designer Mauro Micheli. "The challenge was to innovate without forgetting the DNA of the Riva brand."

From the classic Caravelle, the award-winning *Race* (which received top accolades for exterior design at the BOAT International Design & Innovation Awards) takes windows in the shape of parallelograms and forward-sloping lines that give the impression of movement. "*Race* has a great personality," Micheli says. "She has three straight lines that define each level. The design is clean, and we stayed away from overworked, elaborate or redundant lines and shapes, both in the exterior and the interior."

The exterior paint job is cool gray with a muted 20 percent gloss finish, to avoid reflections inside from her large windows. "The owner wanted lots of light and panoramic views," Beretta says. "As with any other Riva yacht, we have paid great attention to the

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RIVA VIVIDLY EVOKES SEXY RUNABOUTS FROM THE 1960S AND 70S,

BUT CARLO RIVA ALWAYS ENVISIONED A PLACE FOR LARGER RIVA BOATS

use of glass that gives light to the interior and puts the owner in contact with the surrounding nature." Emphasis has also been given to external living spaces. According to Micheli, Ferrari wanted to have cozy spaces outside – like the forward deck lounge – where he could enjoy the yacht while under way.

Ferrari was hands-on in every aspect of the build. "We worked with the owner from the start," says Stefano de Vivo, Ferretti Group's chief commercial officer. "We decided each detail with him, and he was involved in the project from the first day of thinking about the layout until the decision of the position of the plates at the end. This yacht is very much a part of him." Ferrari's previous boat was a Custom Line Navetta 37, and he also has a Riva 76 Bahamas.

One of the first things that de Vivo points out is the use of lightweight materials derived from the aviation industry: a sandwiched panel made of fiberglass and Nomex – the latter is also used in Formula One cars. A veneer goes over the top to give the look of wood, but it's much lighter. This veneer is found on all exterior panels, ceilings and the built-in exterior furniture. "By decreasing the weight, you have much better results in terms of fuel consumption," de Vivo says. "At 14 knots, *Race* burns 300 liters [80 gallons] per hour with both engines and generators on. It's a very good result for us." With twin 1,360hp MTU 8V 4000 M63 diesel engines, this full-displacement yacht in aluminum alloy reaches a top speed of 15 knots and has a cruising range of 3,500 nautical miles at 11 knots.

It was also vital that the first Riva 50 had the essence of an iconic Riva. This translated to an obsession with the material selection and a bevy of details – even the stainless-steel drains on the deck are emblazoned with the Riva logo. Custom doorknobs, similar to those seen on the Riva Dolcevita, were molded to fit the owner's hand perfectly.

Race has a holistic design, the same materials used inside and out to create a sense of harmony. Exterior features are brought inside, such as the teak decking of a classic Riva, which is found in the dayhead and the corridor leading to the bridge. All the materials used are familiar to the Riva family lineage – rich mahogany, gleaming stainless steel and lots of leather. A darker tone of mahogany was chosen to specifically mimic the color used on the Aquariva models.

The interior of *Race* is modern, masculine and distinctively Riva. There isn't a dizzying array of materials; instead the design team concentrated on a uniform color palette of gray and white, accentuated by mahogany, stainless steel, white statuario marble with gray veining and an abundance of glass, like the glass-framed main stairwell. Narrow strips of

The use of slatted mahogany on ceilings and walls throughout the interior adds depth and texture to the masculine, minimalistic feel. Officina Italiana Design used a simple color palette of white, gray and beige to create a clean, elegant atmosphere

mahogany on the ceilings in the salons and cabins add depth and hide the air-conditioning output, as the air filters out between the wooden slats. These slats are carried throughout the boat, from the main salon to the hallways and the guest cabins. The dining room has a soft gray carpet, and a pantry directly off this space hosts a dumb waiter serving three decks from the lower deck galley. "Following the owner's wishes, the galley is situated on the lower deck – this is just one of the layout options of the Riva 50," Micheli says. "This allowed us to obtain more space on the main deck and create a unique master suite."

Ferrari opted for a media room just before the master. Videoworks designed the entertainment system, which is outfitted with James speakers. This cozy spot is a shrine to all things Ferrari, including a painting of the owner's car and Formula One memorabilia signed by winning drivers. A glass wall separates the media room from the hallway, and an electric curtain in a silver metallic finish can close off this space for privacy. With an en suite off the media room, it can be converted to an additional guest suite, bringing the overall accommodation capacity up to 12. Though Ferrari usually has only four to six guests on board, it is good to know for a future Riva 50 Metri owner that this is possible. Below decks are four guest cabins – three doubles and one twin. The materials are the same that you would find in the owner's area, with a prevalence of leather and gray tones. "We wanted the design to flow seamlessly everywhere," says de Vivo.

The interior spaces were carved out of a total volume of just below 500GT. Some compromises had to be made, as in the sky lounge, which is a bit smaller than you'd typically find on a yacht of this size. Instead

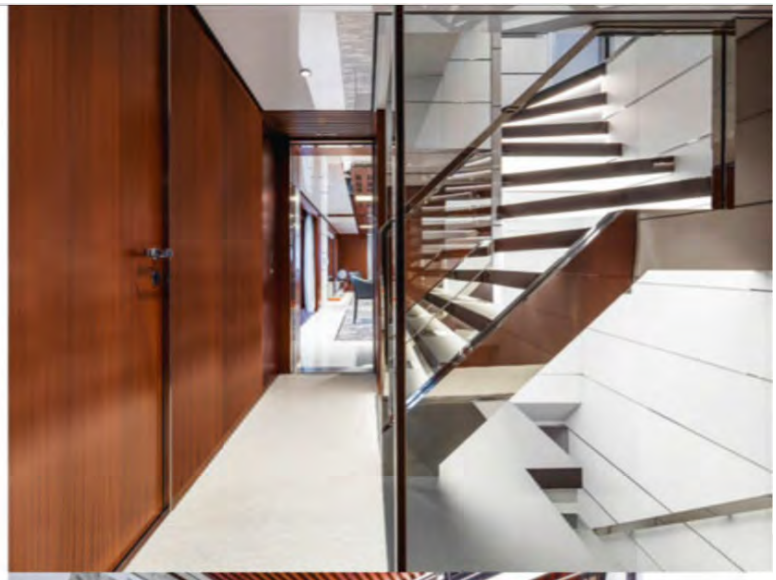
KEY RIVA COLLABORATORS

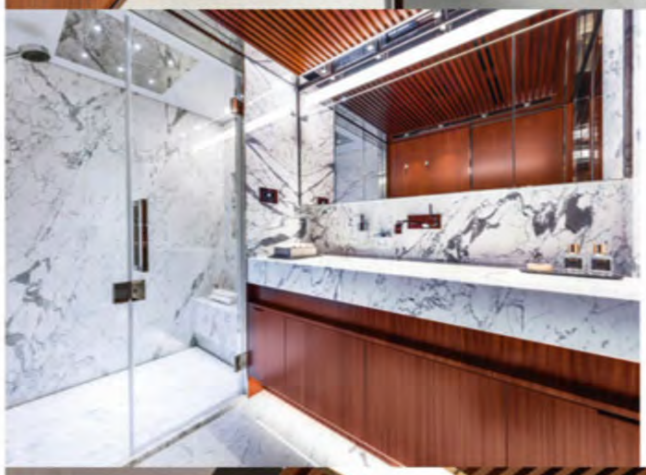
1990: Riva and Ferrari
One of the rarest Rivas, the Riva Ferrari 32 was launched with a "Ferrari red" hull and automotive-inspired exterior. The speedboat was created as a highly exclusive limited edition – only 40 were built. In true Ferrari fashion, it was one of the fastest Rivas too, with a top speed of 53.8 knots.

2008: Riva and Veuve Clicquot
Riva and French champagne house Veuve Clicquot created a bar for superyachts (or villas) that cost $80,000 and a champagne caddy for smaller runabouts. The pieces blended Riva mahogany and the trademark Veuve orange.

2011: Riva and Gucci
The 32ft "Aquariva by Gucci," customized by Gucci creative director Frida Giannini, marked Gucci's 90th anniversary. It featured a glossy white hull, white leather interior and distinctive Riva mahogany. There were also matching accessories.

2016: Riva and Fiat
Rather than a brand putting its stamp on a Riva boat, this time Riva inspired a car. The limited-edition Fiat 500 Riva showcased a Riva mahogany interior and a "Sera Blue" paint job, which was inspired by the deep-blue hull color of the Riva Aquariva Super.





The master cabin (right) has a soft gray leather headboard. The owner's lounge (opposite page, top) was photographed before Ferrari added his memorabilia. Though from outside the guest cabins (above) appear to have one huge window each, these are in fact two separate windows

of being full-beam, the designers opted for walkaround decks outside. In order to make the space feel larger, windows inside the sky lounge descend on either side and the aft doors open fully, letting in a breeze and creating an indoor/outdoor living area. The controls for the windows are toggle switches, like those found on old Rivas such as *Vespucci*.

Race's sundeck is covered by a carbon-fiber hardtop with a forward angle, matching the geometry of the exterior. The stylish lounge chairs are crafted from mahogany bases with leather straps that raise or lower the back. Even in these tiny details the Riva lineage is clear. That goes for the bridge as well, where wood floors were chosen to match a classic Riva. The custom steering wheel is a work of art, formed from a single piece of titanium. "The price of the boat includes everything but the wheel," de Vivo jokes.

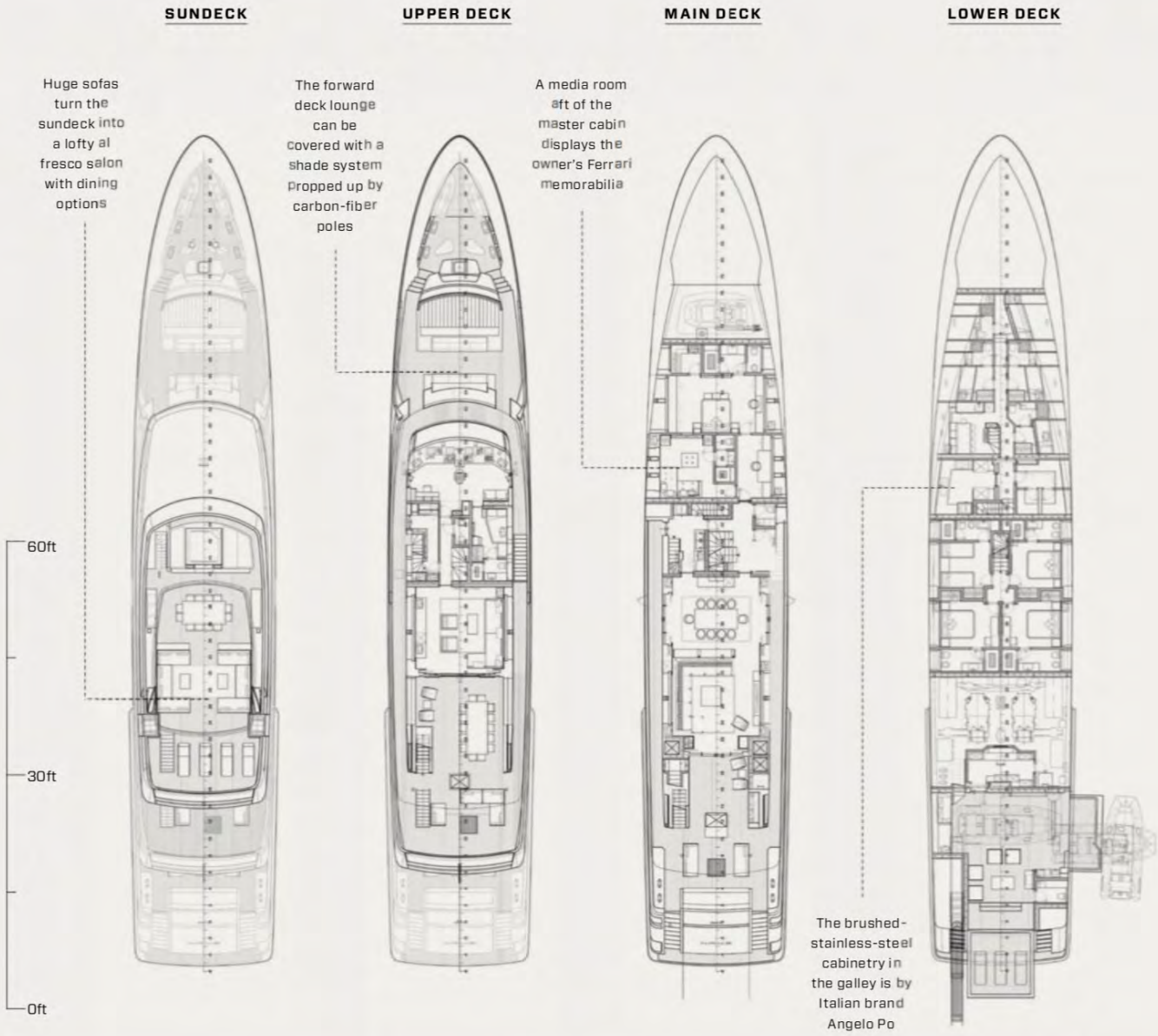
But it's the helm seat that really catches the eye. It is not your usual captain's chair, but a genuine driver's seat from a Ferrari California. It had to be augmented so it could work on a yacht. "It was a big challenge really because chairs coming from Ferrari cars work differently – you need a key for the electric mechanism of the chair to work, otherwise you can't move or adjust it," de Vivo says. "So we had to customize it before installing it, which took a lot of time."

Wing stations are found on either side of the bridge, and there is a forward lounge area where the owner can sit out of the way of the crew and watch the yacht come into port. The sunpads here, which rise via a hydraulic lift, conceal water toys. Of these, the "Ferrari red" jet ski does not exactly match the cool silver tones of *Race*. "It would make more sense to have the jet ski in gray, but he didn't want to repaint it," de Vivo says. "So we built this to hide it."

A 23ft tender is held below in the garage, behind a shell door. When it is launched, the space is transformed into a beach club with loose furnishings. There is enough space for the area to be used as a gym even when under way with the tender inside.

The second Riva 50 Metri is currently in build at the Ferretti Group Superyacht Yard in Ancona, with delivery slated for 2021. According to Ferretti Group CEO Alberto Galassi, seeing the Riva Superyachts Division come to life was a dream of Carlo Riva. "I'd like to try and cruise on her," Riva said when he first saw the renderings of the yacht that would become *Race*. He was taken by the boat's simple yet elegant lines, Micheli says. Sadly, Carlo Riva passed away before *Race* was launched and did not get to see her completed. But his dream of the Riva brand growing, literally and figuratively, has certainly been realized.

RACE **RIVA**



LOA 163' 8"

LWL 143'

Beam 28' 6"

Draft (full load) 8' 7"

Gross tonnage
499GT

Engines
2 x MTU 8V 4000 M63

Speed max/cruise
15.5/14 knots

Range at 11 knots
3,500nm

Generators
2 x Zenoro

Fuel capacity
14,500 gallons

Freshwater capacity
3,400 gallons

Tender
1 x 20' 8" Williams Dieseljet 625

Owners/guests 10

Crew 9

Construction
Steel hull; aluminum superstructure

Classification
LR ✠100 A1 SSC Yacht; MONO; G6; [✠] LMC RINA GREEN PLUS (Y) LY3

Naval architecture
Riva

Exterior styling
Officina Italiana Design

Interior design
Officina Italiana Design

Builder/year
Riva/2019
Forlì, Italy
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w: riva-yacht.com