



Merk: Riva
Prijs: € 1.750.000,-
Lengte: 26.01 m
Breedte: 6.15 m
Romp materiaal: Polyester
Bouwjaar: 2009

Bedrijf: GrandYachts BV
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5861 BL Wansum
Tel : 0478-450015
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Omschrijving

Basisinformatie

Merk :	Riva
Type :	85 Opera Super
Lengte (m) :	26.01
Breedte (m) :	6.15
Diepgang (m) :	1.60
Staat van onderhoud :	Gebruikt
Bouwjaar :	2009
Prijs :	1.750.000,-
Valuta :	Eur

Specificaties

Romp :	Polyester
Rompsoort :	V-bodem
Haven :	1000, Adriatic Sea (fano)
Land haven :	IT

Motor

Type :	Mtu 16v 2000 M91
Bouwjaar motor :	2009
PK vermogen :	4000.0 Hp
Branstofsoort :	Diesel
Uren :	2050
Kruissnelheid :	33 Knots
Inhoud brandstoftank (liters) :	8502
Boegschroef :	✓
Hekschroef :	✓

Navigatie & Elektronica

Dieptemeter :	✓
GPS :	✓
Kaartplotter :	✓
Kompas :	✓
Radar :	✓
Stuurautomaat/Autopilot :	✓
Log :	✓

Interieur

Aantal kooien :	18
Aantal cabines :	6
Koelkast :	✓
Vriezer :	✓
TV :	✓
Audio :	✓
Verwarming :	✓
Airconditioning :	✓
Watertank (liters) :	1499

Uitrusting

Zwemtrap :	✓
Acculader :	✓
Omvormer :	✓

Veiligheid

Radarreflector :	✓
Bielpomp :	✓



Volledige Omschrijving

This 2009 fully, fully loaded Riva 85 Super Opera with ARG stabilizers comes in a superb condition for a spectacular price of only €,- 1.999.000,- VAT PAID!! This design from Riva shows that they can still go one better than the others, Riva has built on this tradition with a judicious outpouring of late-modern classics. As you step on board this Riva 85 Super Opera motoryacht you get a sense of theater. You can almost inhale the quality and you can certainly see it in the detailing as well as in the overall impact. But you have to step through the saloon doors and there you see the Riva quality in all its glory. In terms of layout, the Opera follows convention with separate lounge and dining areas on the main deck. The galley is tucked in behind the wheelhouse; the outside door to the galley allows crew access to both of these working areas without disturbing guests. The galley may look "tucked in" but it is still a good size and well equipped for comprehensive meal preparation. The eight-seat dining table is angled across the room in a space-saving arrangement that leaves room for the day head just behind the pilothouse. On the port side, inside stairs lead up to the flying bridge. You have the option of closing off the dining area from the lounge by means of a wood-slatted Venetian blind. In the lower lounge section everything is squared off in an arrangement that is very smart. Belowdecks there is the option of a three- or four-stateroom layout; when the fourth cabin is not specified, it is replaced by an office. Quality fabrics offer a contrast in the saloon, but there is greater use of fabric down here to create a softer and lighter look. The beautiful blending

Volledige Omschrijving

of the contrasting textures of wood, leather and fabric orchestrates a rich and restful effect. The master stateroom has a full-width bathroom across the aft end with a shower cubicle in the center, a bath and washbasin on one side and the head on the other. An eminently practical arrangement becomes stunningly beautiful with wood paneling and marble floors and tops. I think I might spend most of my time on board lying in the bath helpless with admiration. In fact, admiration is a word that comes to mind often on board the Riva, particularly in the way they have raised the game with the interior. In terms of styling the exterior follows fast motoryacht convention with its rising curves leading up to the flying bridge. There are not too many options here but it is the rich Riva cream finish that fairly oozes luxury. By matching this unique cream coloring with raw teak on the bulwark capping and touches of navy blue trim, Riva achieves their unique house style. Of course, it would not be a Riva without teak. When you step on board you are surrounded with it, on the decks, the bulwarks and even the large cockpit table. Riva manages a unique richness to its raw teak, a richness that welcomes and embraces you. There is more teak on the flying bridge, the layout up here is almost circular, the settees and the bar (with barbecue) sweeping round the helm and an adjacent sun bed in the forward section. An arch mast provides the mounting points for the antenna and also houses the bimini that extends out under power to provide shelter over most of the flying bridge. At the aft end of the flying bridge there is stowage for a jet ski and a launching crane; main tender stowage is