



RCUSA UPDATES WEBSITE, CHECK IT OUT WWW.RIVACLUBUSA.COM

2012, the year of celebration

It's the dead of winter and all the boats are tucked away but your RCUSA team is hard at work planning the event of the decade, the 2012 50th Anniversary of the famed Aquarama. As you know this year the Tahoe Concours has chosen the Riva Aquarama as the Marque class and RCUSA will celebrate in style with all our members as well as special guests and friends from Europe.

Things you need to know at this point; in the coming weeks RCUSA will have a special web page up for registering for this event. There will a full schedule for all the events as well as helpful tips regarding the What, Where and When.

This once-in-a-lifetime event is also in conjunction with Carlo Riva's 90th Birthday which is being celebrated by the Riva Historical Society at Riva Days in Sarnico, Italy. For those who have not attended a European event, they do things a little different than we have traditionally done. We will be tailoring our AQ 50th celebration as they do by offering one registration (they call it inscription) price for all the events activities. An all-inclusive

rate if you will so that you don't have to worry about anything other than attending and having fun.

How you can stay informed; right now you can watch your email for future correspondence on the event as well as keep checking the Riva Discussion Forum at www.rivaforum.org under the topic of "AQ 50 / Carlo 90 Events". Also we will post relevant information on the newly updated RCUSA website www.rivoclubusa.com. A quick reminder that you can now renew and or sign up new members on the club website.

We hope you enjoy this first edition of our new newsletter and encourage member participation. So, share your Riva stories, your Riva adventures, and your Riva passion with the rest of us. Trust me; we never get tired of talking Riva. Drop us a note at rivachrisraft@gmail.com or info@rivoclubusa.com

Ciao

RCUSA NEWS

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To Cover or Not to Cover? That is the question!

You've just finished a two-year restoration on your classic beauty—or perhaps merely a fresh coat of varnish for the upcoming season—and now you want to travel to a show. For many of us, classic boat gatherings are mostly a long-haul proposition, and taking our beloved on that long haul filled with unknown hazards is always a worrisome event. During many years, I have observed differing opinions about the merits of trailering a boat with and without a cover. Nearly everyone has heard horror stories about how a badly fitted cover damaged a varnish job—or worse—and some can raise their hands that it has happened to them, myself included.

As with most things in life, there are many facts to consider before making a decision, so let's examine both sides of this subject.

Option 1, trailering your boat with no cover:

The majority of persons I have encountered so far tend to favor this method for several good reasons, but it does have disadvantages as well.

Advantages:

1. There is nothing touching your craft except open air; therefore there is no cover to scratch, mar, beat, or batter the results of your hard work.
2. It's always fun to show off that magnificent mahogany gem while traveling down the road. Let's face it: we all love getting those thumbs-ups as we head to and from our destinations..
3. It's free! No expense.

Disadvantages:

1. There is a lot more than just air that can touch your boat while on the road. When your antique or classic is exposed, it is vulnerable to everything that a highway can throw at it. How about dust, rocks, rain, snow, and the like? How many times have you trailered your boat and seen it arrive dusty and dirty with—God forbid!—a rock through the windshield?
2. Your boat is much more subject to weather and travel-plan changes due to the

elements. I don't know about you, but I sure like to keep the water on the outside of my boat, where it belongs

3. If you're traveling at highway speeds, you usually need to secure anything in the boat that might blow out, such as cushion, personal gear, and the like.

Option 2, traveling with a cover:

This method is less often used, but can offer some very nice advantages—if done with a correct cover.

Advantages:

1. A cover provides protection from many of the dangers that highway travel can pose.
2. Your boat arrives as clean as it was when you departed.
3. All gear, cushions, and personal items can be stowed in the boat; when you pull off the cover, you are ready to hit the water with minimal preparation time.
4. The elements don't stop or slow you down.

Disadvantages:

1. It's not inexpensive to have a correct cover made; however one must keep this cost in perspective vis a vis the time and money you have already invested in the boat.
2. You miss out on all the showing off and thumbs-ups while on your journey.
3. There is a small amount of time associated with putting it on and taking it off.

Clearly, Option 1 is the path of least resistance, but if Option 2 appeals, how does one do it without hurting the boat? The secret is to use a "double cover" system. Step one is to find someone in your area who makes custom boat covers—and does reputable work.

Next you order an inner cover made from a material that is commonly referred to as "tan flannel". This inner cover should be fitted so that it is skin tight, with a built-in draw string and reinforcements at wear/stress points. Of course, the soft side goes against your precious varnish and shinning chrome. Now, you order an outer-cover, this one made of high quality, UV-resistant material such as

Sunbrella®. It also must be fitted skin-tight over the inner cover and secured with proper fasteners. Notice both covers come all the way to the waterline and then are drawn and strapped in place. (The tent pole used on the illustrated cover functions as an air vent as well.)

With a double-cover system like this, you can pull your classic at any speed through any weather while keeping the boat free from dust, debris, and the elements (but not traffic tickets in case you take the "any speed" too seriously). It will spoil you rotten—your boat will like it even better!—and I have personally seen my cover in action for more than eight thousand miles of travel with no issues whatsoever. Search your area for cover-makers and prices. Cost to cover my 20-foot Riva Super Florida was approximately \$1,200 in 2008.

Happy trails!



Considerations!!

By Marty Feletto

There are many things to know and consider when contemplating shipping a Riva either to or from Europe. There are legal and documentation issues, and more importantly from my perspective the issue of how to safely, physically get the boat onto a transport vessel and then have it properly removed a great distance away and transported to its final destination. Always work with an International shipping and export agent who will arrange for the sea transport, insurance, dealing with Customs on both ends, and generally manage the legal and documentation side of things. Always, always, get the additional transport insurance. Many boats have been damaged in handling over the years.

Regarding the physical safe transport of the boat, it is best to work with a marina on both ends that you know. The physical lifting of the boat for transport to the port, unloading at the port, loading onto the ship, then the reverse at the other end, then transport to its new home represents many opportunities for damage and lots of different contractors and agents.

In a container it will need to be on a cradle – ideally its factory original cradle. The boat and cradle are lashed together and this is often a source of damage. Make sure that the straps holding the boat and cradle as a unit are properly cushioned against the boat because specifically in Europe they will be picked up as a pair by a crane to unload. Here – our large marina forklifts often can pick up the “package” from below like a large pallet and place them into the container for further securing.



Shrink-wrapping is another decision which is not always necessary with a container but required for flat rack shipping. A difficulty here is that if lifting tackle is to be used, shrink-wrapping gets in the way. Also Customs may want to inspect the boat and of course if it is sealed up that is not possible.

If the boat is to go RORO, it is transported to the port, lifted onto a large transport dolly, which is then rolled into the ship. This is how cars are shipped from Germany and Japan although



Single engine Riva boats will fit in a container, often combined with another smaller boat, engine, parts or whatever to reduce the cost of the container. Twin engine Riva boats will not fit into a container and must be transported either RORO (roll-on, roll-off) or “flat rack”. In either case, the boat should be winterized, drained and the battery disconnected.



they are driven on and off. Flat rack simply means that the twin engine boat and cradle are placed on a large rack designed to accommodate items larger than the footprint of a container. The boat is secured to this rack and it is then placed last on the ship, usually on top of the containers. As such it is last on and first off. It is also completely exposed to the elements during transport so it must be completely prepared and protected. In this mode of transport, the boat is unprotected all along the journey and there have been incidents where some unknowing port crane operator did damage to the boat in the lifting and placing operation.

If you want to ship your boat to or from Europe, it's can and has been done often and safely. But the owner needs to take an active role in considering each step along the way and work with professionals to insure a good journey.





Lago di Como or Bust!!!

By Don Ayers

Nothing can prepare you for the beauty and grandeur of Lago di Como (literally, "Lake of Como"). This Italian mountain lake stirs the deepest emotions in a classic boater's heart; it virtually renders one speechless. If it's not the quaint villages and towns that surround the lake, or the rich history that presents itself at every turn, or even the includable views from the water, it's certainly the people you will meet when attending a Riva Historical Society event.

The journey, which isn't really a hardship these days, is a bit long; yet, when you consider that Como is on the other side of the planet, it is amazing how easy it is to get there. It starts with a hop, skip, and a jump. A Thursday noon hop from Oklahoma City to Atlanta—two hours, plus an hour lost from the time change to Eastern Standard, sets the pace. Next, the skip. After a two hour layover, Delta flight 11 is ready to board at 5:25 PM EST for Milan, Italy. It's a short nine and a half hour flight, which schedules us to arrive around 9:30 a.m. (Milan being EST US + 6 hours). This is the real definition of a "red eye" flight. If you're lucky, you might get some sleep and if not, there is plenty of room for stretching and walking around on a Boeing 767. As we make our decent into Milan Malpensa airport (MXP) the window shade goes up revealing a lush, green farm-like terrain with many tall cedars dividing the

fields (commonly referred to as the Po Valley). Off in the distance you can see the Alps in all of their breathtaking glory. It's difficult to describe the sheer size of them even in the distance, but you know that they are massive and provide one of the most incredible backdrops you will ever see.

Certainly, traveling abroad can be intimidating in today's world; however, the Malpensa airport proved to be a worriless and trouble-free experience. Customs was a breeze. In fact, it was shockingly easy—without even so much as a bag check. You simply walk through a line and get your passport stamped. From there, you enter the main baggage claim area to retrieve your checked luggage. This was no problem, considering all the signs were in both Italian and English...a snap indeed. At this point in the adventure it gets a little different, as the Italian transportation system differs from that of the States, because Italians rely mostly on public means. Several back and forth's later, I found the ticket area for the local bus to the city of Como. There, I was able to purchase a bus ticket for around twenty Euros (\$25). Patience is a virtue because the bus only runs once every several hours; so, you could have a short hour or two wait. This particular day there was not one other soul on that bus ride and it was an enjoyable hour ride to Como. Bus ride over and you are in the city square of Como—right in front of the port. Just a word on the streets in this area...they are about one US lane wide for both lanes! Let's put it this way, a NYC cab ride has got nothing on a cab ride around Lago di Como.

Lago di Como lies almost straight north of Milan; some consider it the fashion capitol of the world. The natural glacial lake has a history more than two millennia old. Between the Alps and Po Valley, Lago di Como has many distinctive sceneries and settlements. The lake is 28.5 mi (46km) long and has a width which varies from 2.6 mi (4.3km) to just $\frac{1}{4}$ mi (.43km). At 90 square miles (146sq km) it's not a monster lake, but it has areas that are up to 1,344 feet deep (410 meters). The weather on Lake Como is generally mild and is known for its Mediterranean-like climate; where tropical and sub-tropical plants can grow year-round. In the winter, the lake helps to maintain a higher temperature in the surrounding region (since water releases heat energy more slowly than air). Average daily air temperatures range from about 55 °F (13 °C)

in December to 85 °F (30 °C) in July. Water temperatures can reach an average of 75°F (24°C) during the month of July. Snowfall is erratic and primarily affects the higher elevations. Rainfall is heaviest in May and lowest during the winter months.

What is so visually striking about the lake at first glance is the fish bowl effect. Very few lakes in the US have scenic mountains towering over greenish waters as does Lago di Como. This takes a bit to get used to and leaves one doing 360 degree circles to take it all in. Another fascinating piece of work is the architecture and how many of the structures in the city are built along the steep, vertical wall of the mountain side. Simply driving around the lake is the experience of a lifetime.

With adrenaline pumping, there is no sense of being tired from the journey, but rather an unstoppable urge to explore. Checking into the Hotel Aurora in the quite town of Lezzeno, just a few miles south of the town of Bellagio, we meet up with our Riva Historical Society members. All have a welcoming smile and handshake as we sit in the restaurant overlooking the lake—admiring the six Riva wooden masterpieces gently bobbing in the still waters just off the shoreline. Most members speak English, and it was relatively easy to communicate with the group. Just as in the US, the wooden boat community in Europe has a heart of gold and welcomes all who have a passion for wooden boats. With just a short ride on the boats down to the Cantiere (marine/boat) Matteri Yard (<http://www.matteri.com/>) for Friday night's docking and tie up, we'll kick off what will surely be a fantastic weekend. The welcoming dinner that evening was at Crotto dei Pescatori, where their Sicilian chef prepared some very tasty dishes from the region. All had a great time conversing about Riva's and all wooden boats that are adored and collected.

After a restful sleep (bring your Ambien) Friday night, Saturday morning comes like a flash. A little breakfast and it's down to the Matteri yard for the northern lake cruise, scheduled for 10 a.m. (Just a quick word about "Italian time," 10 a.m. means everyone will get going about 11:30.) We motor to the far north end of Lago di Como, passing amazing villas pausing in front of the one in the newer Bond film, Casino Royale...breath taking! Just when it looks as though we will park right under the Alps, the caravan makes a right and pulls into a quiet cove called Piona. There, all 14 Riva's moored off each others stern in preparation for a picnic lunch. A leisurely run back in the afternoon capped

off a great day on the lake as the weather was a perfect 80 °F with light winds and very mild humidity. Saturday night Piero Gibellini, Riva Historical Society President, played host at the gala dinner event, where a sport jacket was the proper attire. An excellent meal and fun fellowship ensued late into the night...the Italians like long dinners usually lasting well after 10 p.m. (Ambien)

Sunday morning after a hardy breakfast at the Aurora Hotel, everyone gathered at the Matteri Yard for the southern trek down the Como side of the lake. There, we again saw countless villas, including the George Clooney estate—said to be on the market for a mere 30 million, and the unbelievable Versace villa which was acres upon acres. Lunch was conducted at the island Comacina, which has a long history dating back to 569 AD. Many famous celebrities frequent the island and their pictures line the wall of the restaurant.

<http://www.comacina.it/en/restaurant.php>

Closing the magnificent weekend was the Concourse di Elegance and boat parade. A rather low-key event, the Concourse is simply a formal parade of the boats for a Riva video being made. The experience is much different than our US shows, in that there was never a time when the boats were docked for public viewing; rather, the entire event was planned around using the boats and having fun—quite refreshing for a change.

A small gathering of friends, new and old, was held at the Matteri Yard on Sunday night, as many people needed to pack up and head home. Overall, the experience was worth every minute of the plane ride to and from—with no regrets. Oh...only one regret, that it all had to come to an end so quickly. If you ever have the occasion to travel to Italy and attend a Riva Historical Society event, you will be welcomed with open arms and create memories of a lifetime. For more information about upcoming events check the Riva Connection department of the Brass Bell or visit <http://www.rivahistorical.org/>.

To view a video of the event and the Concourse visit the site below:

<http://www.vimeo.com/12579455>

