MECHANICAL & ENGINES

Riviera has launched hundreds of pod-driven luxury motor yachts and at the forefront of a marine propulsion revolution, offering:

- Excellent power-to-weight ratio for improved performance
- Enhanced torque
- Improved fuel efficiency
- Simple maneuverability
- Reduced environmental impact
- Quiet operation thanks to under-water exhausts.

In simplified terms, Volvo Penta's innovative Inboard Performance System (IPS) features twin pod drive units, each of which is capable of turning independently to provide the correct thrust to move the yacht in the exact direction required by the skipper easily controlling the system with either a steering wheel and throttles or a joystick. IPS also offers a Dynamic Positioning System (DPS) for station-holding while preparing lines and fenders or while waiting off a fuel jetty, the convenience of Auto Pilot, manual trimming with optional auto-trim, as well as a highly efficient Anti-Corrosion Protection (ACP) unit mounted to the transom to reduce maintenance of sacrificial anodes. The three-blade nibral, forward-facing, counter-rotating propellers are protected by the premium anti-foul coating PropSpeed to achieve a long service life, as well as 316 marine-grade stainless steel line-cutters from Volvo Penta, for protection from ropes, fishing lines, plastic bags or nets. These precision-made line cutters create a very efficient rotating cutting action without increasing drag or fuel burn.

IPS2 engines and pod drives have a Class 5 commercial rating which assures enhanced reliability even for high- use, high-speed planing commercial vessels. Additionally, the IPS2 system is fully certified under the Det Norske Veritas and Germanischer Lloyd (DNV GL) classification system.

The engine room has a flow-coated finish with acoustic and thermal insulation and LED lighting. With plenty of room to move, all through-hull fittings on or below the waterline fitted with ball valves, all hoses are double clamped, and all the wiring coded, numbered and pre-assembled in looms to ensure trouble- free maintenance and repairs. Tap and hose feeding from the freshwater tank and a sight gauge on fuel tanks for manual inspection.

An impressive commercial air intake system helps keep the engine room temperature well below the engine manufacturer's formal recommendation, reducing fuel consumption even further, while the air-conditioning units are mounted high so gravity feeds condensation water into the common drain lines located on either side of the yacht which drain aft and overboard. All onboard drains also feed into these common drain lines while the advanced mist elimination system with veins draws moisture from the air and feeds directly overboard.