

Riva 59 Mercurius (2006-)

Brief Summary

Riva has been producing stylish yachts for many years. Their Italian roots and elegant lines are supported with top quality materials and functionality. This year's 59 Mercurius continues this tradition. This model has been in production for three years now. She has traditional express cruiser lines of a modern off-shore capable cruiser.

Price

Base Price

Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.

Key Features

- Twin MAN 1050-hp diesels
- Cruises at 33-35 knots, maximum speed 37-40 knots (reported by builder)
- 845 gallon fuel capacity
- 185 gallon fresh water capacity
- Two optional stateroom layouts
- Separate crew quarters access from the cockpit
- Motorized dash, bimini, tender storage, gangway
- Cockpit wet bar with sink, refrigerator, ice maker and electric BBQ

Specifications

Length Overall	59' 2"
BEAM	15' 6"
Dry Weight	54,023 lbs
Tested Weight	
Draft	5' 3"

Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	17 deg.
Max Headroom	N/A
Bridge Clearance	N/A
Weight Capacity	
Person Capacity	
Fuel Capacity	845 gal.
Water Capacity	185 gal.
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	
Aft Deck	
Salon Inside Width	
Salon Fore & Aft	

Salon Height	
Salon Volume	
Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	
0 to 20	
Ratio	
Props	
Load	
Climate	

RIVA MERCURIUS 59

“Mercurius, Latin for the Roman mythological God Mercury, who’s prominence grew from the ancient trade routes between the Romans and the Greeks.” How fitting a name for a vessel perfect for those same routes through the Mediterranean Sea. In this world of ultra-luxurious motor yachts and express cruisers it is

difficult to interpret and compare vessels. Buyers have the greatest challenge, as there are numerous world-class builders producing incredible performance yachts.

Today's Riva is no exception. World renowned for producing stylish runabouts for the wealthy, Riva's story of evolution spans decades. For the most part, Rivas belong in museums; their designs are one of beautiful Italian styling and top quality materials, artistically crafted to produce timeless classics. At first glance, the 59 is not as obviously poetic. She presents an outline that is typical of express cruisers in her class, nothing too radical as you might expect from an Italian builder, nor is she dated. Rather, her subtle and classy lines form a masculine silhouette.

Much the same is carried into the cockpit, with clean, simple styling that is not garish, but elegant and very functional. The helm station is a perfect example of this, with a slender dash that offers merely a pair of digital display screens for engine monitoring, accompanied by a few switches. Simple, easy and unimposing. But, with a touch of a button, a large pod rises up from the dash to offer the captain all the necessary navigational equipment needed.

This theme of hiding equipment is what I enjoyed most about this luxury cruiser. Throughout the boat, above and below decks, are a multitude of concealed accessories. For starters, a huge Bimini top is housed inside the sloping radar arch, by simply toggling a switch, the massive UV protector can be deployed and stowed. In addition, canvas panels can be attached to zip-up the entire cockpit for foul weather entertaining.

The stern though, delivers the brunt of the electro hydraulic goodies, with a enormous garage located under the aft sun pads that rises to supply room for a tender or PWC. An automated gangway is also concealed in the garage, and doubles as the tenders davit, making loading and deploying a joy. And just when I thought I had enough of pushing buttons, I discovered the concealed swim ladder which is also fully automated.

The balance of the cockpit is made up of dual sun pads facing aft. In the center, opposing semi-circular lounges are accompanied by a massive half-moon table that folds a leaf over to double in size, and deliver a dining table fit for a king. Just forward of the lounge is a wet bar of equal presents. Sure, it has a sink, refrigerator and counter space galore, but it also incorporates an electric BBQ, ice maker and a deep freeze box which will be helpful in chilling champagne and wine.

When it's time to move the entertaining below deck, the companionway supplies a roomy and easy transition as well as being protected with a substantial glass sliding door. The salon of the 59 is where the styling of the yacht changes. Unlike the contemporary styling of the exterior of the boat, the interior is modern and unassuming. Forget about those rich tones of Cherry wood you see on other vessels, Mercurius' interior is much more soothing, with Elmwood joinery, earth toned leather and stainless steel accents. The galley is virtually unsuspecting, completely concealed behind cabinets and panels which open to provide the chef with an array of high-end appliances, as well as a set of fine china and glassware, all neatly organized within.

Riva offers several configurations for the stateroom lay-outs. The roomiest choice is a two stateroom model that offers a private forward berth with queen bed and en-suite head and shower. The master stateroom is located amid ship, and has its own private head and shower. The other two lay-outs are designed for

owners who prefer having a hired crew member to pilot the vessel or assist with other matters. In either case, the master stateroom is sacrificed for space to allow for the crew members room and private head compartment. But don't fret, as the crew's quarters are accessed only from the cockpit, so as not to interfere with the guests. Finally, the third option is similar to the preceding description, but with an additional single-bunk stateroom nestled between the forward V-berth and the galley.

As for the performance aspect of the Mercurius, she is fitted with twin MAN Diesels that deliver 1,050 horsepower each. There is an option to upgrade to 1,300 horsepower MAN's, but the overall performance increase is not that significant. When it came down to sea trialing the 59, the gods were not with us. As the Atlantic was dishing out 6-8 foot seas, and with that kind of water, we certainly could not do this yacht justice. But as soon as the planets align, we will test her and report our findings. One other comment that summarizes this luxury performance machine; if the Pope had a yacht, I'm sure it would be a Riva!

By Capt. Ron Svoboda

Test Captain