RIVA BERTRAM 25 SPORT FISHERMAN 1971 - SOLD



Specification

ELISABETTA

RIVA BERTRAM 25 SPORT FISHERMAN 1971

Designer	Richard Betram/Carlo Riva	Length waterline	23 ft 0 in / 7.01 m	Engine	2 x Riva Thermo Electron V8 petrol each 210 hp
Builder	Cantieri Riva, Sarnico, Italy	Beam	9 ft 11 in / 3.02 m	Location	France
Date	1971	Draft	3 ft 7 in / 1.1 m	Price	Sold
Length overall	27 ft 0 in / 8.23 m	Displacement	2.79 Tonnes		
Length deck	24 ft 8 in / 7.52 m	Construction	GRP		

These details are provisional and may be amended

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BROKER'S COMMENTS

The Riva marque's first engagement with the coming force of glass fibre in boatbuilding had to be judged to perfection. Carlo Riva, of course, got it so right first time in 1970 with the introduction of the Riva Bertram 25 Sport Fisherman. Realising that a simple GRP replica of his company's art in wood runabouts wouldn't cut it, he collaborated with Whittaker Corp. (who'd purchased Bertram in 1968 and Riva in 1969) stablemate Dick Bertram to take the popular in America Bertram 25 and give it the Riva treatment. Combining Bertram with Riva was never going to result in a dull boat. The Riva Bertram 25 Sport Fisherman was an instant hit; a perfectly judged late mid-century style icon and super effective family weekender. ELISABETTA, Hull no. 39, is a fine and authentic example, maintained and cared for by her mothership's professional crew in current ownership since 2017.

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CARLO RIVA'S COMMENTS

"Since the beginning I understood that we would have had to deal with this American material, welcomed with strong prejudices. Plastic, plastic! Words followed by grimaces of disapproval from the old shipwrights. I commissioned two Bertrams from America: the smallest was the Bahia Mar of 20 ft, already known in the States, and the 25 ft Sport Fisherman. I redesigned them with the typical Italian style and taste, mitigating the appearance of bare plastic with the warmth of wood in plain sight for the interior finishes. Dick Bertram was amazed when he saw them at Genoa Boat Show in 1970: he hardly recognised his models. At the R.A.M. in Sarnico there is still my CARLA I, a still perfect Bertram 38, it belonged only to Dick and me. With this boat I travelled miles and miles to discover the Greek islands."

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CONSTRUCTION

- GRP Hull, deck and superstructure
- Stainless steel/ teak trim
- Stainless steel gunwale copings full length

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DECK, COCKPIT AND GROUND TACKLE

TRANSOM
- Stainless steel and teak swim platform
- Stainless steel hinged swim ladder
- Padeye
- Stern light
- 2 x Alloy grab handles
- 2 x Engine space vents
- Stainless steel ensign staff

COCKPIT
- Double sunbathing platform over engine box

Raised platform to starboard
- Cocktails unit
- Stainless steel sink, mixer tap, refrigerator and stowage
- Glasses rack
- Shore power socket

Raised platform to port
- 2 x Upholstered seats and lowering table
- Converts to a small berth with table lowered and fitted cushion
- Hi-fi speakers

FORWARD TO HELM AREA AND COMPANIONWAY
- Late 60s style dashboard; teak trim
- Engine controls and analog instruments
- Alloy and teak Riva wheel
- Upholstered helm seat; foot rest
- Port dashboard with moulded level surface
- Teak louvred double companionway door
- Teak finish sliding hatch

SIDE DECKS
- Spring mooring cleats port and starboard
- Air intakes port and starboard

DECKHOUSE/ FLYBRIDGE
- Curved windscreen in 3 x sections
- Mid section opens
- 2 x Windscreen wipers
- Brow over
- Side windows
- Running lights port and starboard
- Air horns
- Stainless steel grabrail port and starboard
- Stainless steel and teak ladder to flybridge
- Stainless steel railings
- 2-Seater upholstered helm bench
- Leathered alloy Riva wheel
- Steering compass
- Searchlight
- Chart plotter
- Engine controls and instruments
- Anchor light on upstand

FOREDECK
- GRP forehatch
- Stainless steel pulpit
- Original running lights fitting in pulpit
- Flag staff
- 2 x Chromed mooring fairleads
- Stainless steel anchor launcher/ roller
- Stainless steel anchor fluke bow protection under stemhead
- Recessed headlamps port and starboard in hull

GROUND TACKLE
- Stainless steel Bruce-type anchor
- c. 30 m of 6 mm anchor chain
- Lofrans Marlin low profile vertical windlass

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ACCOMMODATION

- Cabin with V-berths
- Hull and deckhead linings with teak trim
- Stowage under berths
- Sea toilet
- Shelves port and starboard
- 2 x Reading lights
- Forehatch in deckhead
- Riva anchor motif access hatch to chain locker
- Is there in fact a sea toilet? Is so what make/ model?
- Please can you supply the material and capacity of the water tank(s)

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MECHANICAL, ELECTRICAL AND TANKAGE

MECHANICAL

- 2 x Riva (Crusader Marine Warren) Thermo Electron V8 petrol, each 210 hp
- Max speed 32 knots @ 4000 rpm
- Cruise consumption 64 L/h; range 7.5 hours
- Velvet Drive transmission with direction inverter
- V-drive arrangement
- Reduction ratio 1:1
- 2 x Stainless steel prop shafts; bronze propellers

ELECTRICAL

- 12 V DC system
- 3 x Batteries
- Charging via 2 x engine alternators
- 3 x Battery isolators independent of bilge pumps
- Engine space blower for pre-start

TANKAGE AND ASSOCIATED SYSTEMS

- 2 x Stainless steel fuel tanks; total 480 L
- Water tank
- Pressure water system
- Swim shower aft

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NAVIGATION AND COMMUNICATIONS

NAVIGATION

- Raymarine GPS chart plotter COMMUNICATIONS
- Sailor VHF Radio

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SAFETY

- 2 x 12 V Bilge pumps; auto and switched; c.30 L/ minute
- 2 x 2 kg & 1 x 1 kg Fire extinguishers
- Lifebelt
- No cooking gas

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CREDITS

- Current photos: Patricia Lascabannes
- Historical images: Riva
- Carlo Riva quote: Riva

Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide. The purchaser should confirm details of concern to them by survey or engineers inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they wish to rely.

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GALLERY