

Sea Trials  Rio Yachts

COLORADO 54

by Corradino Corbò





890,000 EUROS+VAT



Putting a prototype at our disposal for the trial was at once an act of courage and a sign of trust. This because the “number zero” of a model is by its very nature only the essence of a design, created in order to identify the aspects still to be perfected. And for this reason it intentionally lacks those details and embellishments that excite only the inexperienced eye.

Even more remarkable is the fact that in this specific case we’re talking about a flagship: the Rio Colorado

54, which will stand at the top of the range of the celebrated Bergamo yard as it celebrates its fiftieth anniversary this year. The hull immediately appears to be in line with current design dictates, though there are some innovations here and there. Going aboard, however, any possible connection with the pre-existent fades away: starting with the cockpit, going on to the outdoor dinette and then proceeding below, the Colorado 54 progressively unveils a profound aesthetic and functional originality throughout.

A super cabriolet, elegant, original, brilliant and above all with surprising liveability.



First and foremost, the classic indoor-outdoor separation has been done away with altogether. The odd thing is that the abolition of this threshold, anything but virtual, is valid in both senses: meaning it's not just that the external living area – which moreover can be closed by a retractable bulkhead – seems to be part of the interior (something we've seen on some latest generation opens) but also that the extensive quarters below appear to be outdoors. The result is a sensation of space and really unusual airiness, even for a boat as large as this one. It should be said that this perception, clear everywhere, also originates in a precise design choice: that of forcing the width of the deckhouse, even at the cost of reduced gangway practicability. Still on the subject of space and its exploitation, some tasteful stratagems have been employed which, aside from being useful, are certainly of striking effect: one of several examples is an ingenious system by which, in no more than a few seconds, the VIP cabin forward can be transformed into a double, and vice-versa. At sea, in spite of an asymmetry of

thrust due to replacing one of the original screws (which broke spontaneously from a factory defect) with a slightly different one, the Colorado 54 demonstrated optimal agility and, especially, a gentleness on the waves that makes for a comfortable ride even at cruising speed. This seakindliness meant that we were less bothered by the absence of a few grabrails which however were envisaged in the design and therefore in place right from the first "mass produced" hull.

Consumption was recorded by the on-board computer. The data indicated may vary in function of the cleanliness of the quickwork (hull, screws, appendages), the characteristics of the screws employed, the extent and distribution of the load taken aboard and the tuning and state of the engines.

RATIO - BETWEEN - REVS - SPEED - CONSUMPTION - RANGE				
ENGINE revs	SPEED in knots	CONSUMPTION		RANGE in miles
		litres per hour	litres per mile	
1000	7,5	18	2,40	833
1200	8,9	30	3,37	593
1400	10,0	50	5,00	400
1600	11,5	77	6,69	299
1800	13,7	98	7,15	280
2000	17,2	125	7,27	275
2200	21,0	155	7,38	271
2400	24,0	179	7,46	268
2600	27,0	210	7,78	257
2720	30,0	250	8,33	240



ENGINE NOISE LEVELS FROM VARIOUS SECTIONS	
SECTION	AT CRUISING SPEED
FORWARD CABIN (bow area)	85,5 dBA
FORWARD CABIN (between bow area and amidships)	83,9 dBA
AFT CABIN	84,3 dBA
SALOON (at centre)	87,0 dBA





Technical Data

- Design: Design: Rio Yachts in-house, designer Architect Marino Alfani
- Builder: Rio Yachts, Via San Giovanni 4, 24060 Villongo (BG); tel. 035 927301; fax 035 926605; website www.rioyachts.com; email info@rioitalia.it
- EC Design Category: A
- LOA: 16.45 m.
- Hull length: 15.28 m.
- Beam: 4.65 m.
- Draught at screws: 1.18 m.
- Light displacement: 21,700 Kg.
- Displacement fully laden: 25,400 Kg.
- Capacity: 16 persons
- Total berths: 6 + 1
- Engines for the trial: 2x600 HP Cummins QSC 8.3-600

- Overall power: 1,200 HP
- Transmission: Zeus
- Total weight of engines with inverters: 2,586 Kg.
- Ratio vessel light displacement/installed engine power: 18.08 Kg/HP
- Declared performances: top speed 35 knots; cruising speed 26 knots; consumption at cruising speed approx. 150 litres/hour; range around 345 miles
- Fuel tanks: 2,000 litres
- Water tanks: 800 litres
- Standard equipment: water heater, 13 kW generator, air conditioning and heating, Axius handling joystick
- Optionals: dishwasher, washing machine, Miele refrigerated wine-cellar, hood, desalinator, icemaker.
- Price of the boat tested: 940,000 euros + VAT





Colorado 54

THE TRIAL

CONDITIONS - Wind: force 3 - Sea: 3 - Liquid loads: 4/4 - Persons: 4 - State of bottom: terrible (this evaluation regards the replacement propeller which was absolutely unsuitable).

OBSERVATIONS - Min planing speed (flaps and/or trim zero): 13.4 knots - Min planing speed (flaps and/or trim extended): 12.5 knots - Top speed: 30 knots - Speed at 90% of max revs: 26.5 knots - Planing factor: 2.23 (This is the ratio between max and min planing speed with flaps retracted. In practical terms it indicates the range of speed "in trim" available to the helmsman. Values up to 1.95 are low; from 1.96 to 2.30 normal; from 2.31 to 3.90 high; over 3.90 very high).

MEASUREMENTS - Cockpit area: 20 sq. m. - Max internal headroom (practicable zones): 1.95 m. - Min internal headroom (practicable zones): 1.75 m. - Headroom in wheelhouse: 1.95 m. - Headroom in engine room: 1.50 m. - Min gangway width: 0.22 m.



Assessments (from 1 to 5)

Technical layout of deck: ●●●●

Hardware excellent in design and quality, well proportioned to the size of the vessel.

Cockpit layout: ●●●●●

Excellent rollaway side compartments, with warping winches and bits.

Non-slip treatment: ●●●●

Teak in cockpit and diamond point surfaces on deck.

Storage spaces: ●●●●

Appropriate to the vessel.

Ergonomics of bridge: ●●●●

Simple helmsman's post, linear, almost minimalist but very comfortable.

Visibility from bridge: ●●●●●

Really optimal in all directions, even with the boat heeled on a turn.

Subdivision of interiors: ●●●●●●

A point of excellence, aided by perfect natural lighting.

Finish: ●●

Since the boat was a prototype, certain details envisaged by the design were missing.

Galley: ●●●●●●

Couldn't ask for better. Excellent work by the yard in collaboration with Arclinea.

Bathroom: ●●●●

In reassuring Italian style. There's even a bidet.

Engine room (space): ●●●●

Access isn't exactly facilitated but once inside you can move with a certain ease.

Engine room (technical layout): ●●●●

Everything just right with the various elements easily reachable.

Helm response: ●●●●●

Prompt, precise.

Flap response: ●●●●

Everything highly facilitated by the efficient electronic control.

Directional stability: ●●●●

Good at all speeds despite the sensitivity of the helm.

Turning radius: ●●●●●

Very good even at top speed.

Turning stability: ●●●●

Regular, without any straying.

Handling in restricted spaces: ●●●●●●

If you've got the right touch, with the Zeus joystick it's literally child's play.





The continuity between cockpit, external living area and space below deck is slightly interrupted by an elegant floating tread staircase. The standard interiors comprise: owner's cabin amidships with private bathroom; one transformable cabin and one with bunk beds forward, which share a spacious bathroom.

CONSTRUCTION AND OUTFITTING

Materials: balsa sandwich, vinyl ester resin, structural elements in carbon, Isofan Marine 2K Undercoat, Isofan Marine 2K Basecoat, Isofan Marine Acrylic UV Filter Clearcoat – Geometry of hull: variable V – Ventilation elements: longitudinal skids – Bow equipment: anchor with windlass, 150 metres of chain, two bits – Stern equipment: two warping winches with bits – Stern platform: variable height with hydraulic control. 



