

GET BACK TO

ON TEST. ESPERA 34: AN ELEGANT FAST DAY CRUISER

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A luxury tender? Or a real classic sporty day cruiser? Or both? All these questions raised during our sea trial in Miami and, after all, they all contribute to outline the versatility of this **Rio Yachts** boat.



The Espera 34 indeed expresses the concept of a boat able to define itself according to the different end use. A lack of personality? No, it's just the opposite. It's a strong well-defined character that is expressed in different directions but always following two

The Espera 34 in Miami. The boat we tested had an awning which partially hid her sporty lines

concepts: **hull performances and comfort.** These terms

are often overused but, as for the entry-level model of the Italian shipyard, their use is fully justified.

First of all, the boat has got a **history**. Espera was in fact the name of **the first** laminated-mahogany **boat** built in 1961.

It was the age of **Avionautica Rio**, a company established by the young **Luigi Scarani** together with his wife **Anna**. The company, which later became Rio Yachts, produced wonderful gliders and motorboats powered by Rolls Royce and Chris Craft. The first boat of the range was actually the Espera.

We know, not all stories are respectable. It depends on what they tell. That of the Espera certainly tells **visions, passion and hopes** applied to entrepreneurship and it therefore identifies itself with the history of the brand.

This is why the Rio Yachts **entry-level** model shows **a certain vintage appearance** which doesn't degrade the boat but, on the contrary, enhances its sporty lines and innovative elements. In this "bearing" we recognize the strong personality of this boat which is expressed through precise design elements, all aimed at **comfort**.

These distinctive marks are immediately recognizable from external lines which could make observers forget to be before a **9.99-metre vessel**.

The aft **swimming platform**, for example, has a depth worthy of larger boats. It leads to the cockpit which is a real **open-**



The console of the 1963Espera. It's the 6th model exhibited at Rio Yachts Shipyard



air lounge, furnished with three sofas, a bar/kitchen cabinet which ideally separates the guest zone from the central pilot station.

The version we tested in Miami had only two sofas, which proves the considerable

Play of mirrors. The Espera 34 taken from behind the windows of the Rio Yachts 42 Air

customization
capacity of the
shipyard. In

particular, the aft sofa was moved to the left to create a larger stern-bow passage. In the middle of the cockpit, **the walkway can be raised and converted into a large lunch table.**

The pilot station has an **ergonomic steering console**, **handy instruments** and a large seat which can accommodate up to three people.

The bow, accessible by two handrails per side, is furnished with two **sun pads** divided by a window, whose function becomes really significant when you go below deck.



The pilot station has a seat which can accommodate up to 3 people

Interiors

Like exteriors, interiors, too, have been designed by **Marino Alfani**. The pencil of the designer gives a unmistakable *family feeling* to all Rio Yachts boats. The **minimal** approach has both a design and practical function.



The cockpit of the Espera 34 (standard version) The boat we tested had only two sofas. The aft one was moved to the left.

The first involves a **unique elegance** perfectly combined with the external appearance of the boat. The second one concerns the **generous spaces and stowage volumes** which maybe exceed the real needs of a day cruiser.

The forward section, under whose sofa there are three spacious lockers, becomes a **large double bed** while other two beds are

available in the berth located at mid-boat which is not “repressed” by the ladder thanks to a very light design.

The inner galley is optional while the small kitchen in the cockpit is standard. Designers have mainly focused on the day-cruiser nature of the Espera 34 which probably makes inner galley only an unnecessary and bulky element.



On the starboard side, the bathroom fully replicates the dinette design and it is literally **flooded with light** by a window located on the starboard side of the pilot console.



Light deserves a special chapter. The division of the bow into two different parts and the choice of a huge sun pad may be questionable but the arrangement of a **long window** in the middle of the deck certainly floods interiors with an enormous amount of **natural light** which enhances both spaciousness and the furniture clear colours. The result is a very pleasant sensation of airiness.

Sea trial

We tested the Espera 34 just few minutes after we finished our Rio 42 Air sea trial. It is not therefore surprising that, when we **gave full throttle**, we got back to our adolescence, when sailing at full throttle was synonymous for fun. From the soft stride, gentle gliding on waves and progressive gait of the Rio 42 we switched to a sportier and **funnier sailing experience**.



An aerial photo of the Espera 34 in her standard version with three sofas in the cockpit

It was even a little annoying to measure the parameters we had to report. And, indeed, **we sailed fast** for a while around the Rio 42, which hosted our photographer, on a really mild ocean. With little wave and no wind, we intercepted our wake to test the boat on short steep waves and then, when the Rio 42 headed to the inner waters of Miami, we experienced a funny series of **fast turns**. The Espera jumped and fell down back on the water and, like her elder sister, she did that gently without never losing her contact with the ocean.

When we finally decided to take our first measurements, we stopped the Espera. The two **Mercury 260** engines turned in neutral silently. At full throttle and with negative trims, **we started to plane in 7 seconds at 13 knots**.

We recovered a fast cruising speed which, **at 2500 rev range, reached almost 27 knots**. At this speed, we turned 360 degrees by losing about 5 knots of speed. In larger turns, speed decreased by about 3 knots before quickly recovering the cruising range.

The sporty soul of the Espera 34 is evident not only in performances – top speed is 37 knots at 3,000 revolutions – but, above all, in her great handling, easy steering and the pleasure to sail light and safe.

Conditions of the sea trial: little rough sea, no wind, three passengers, 30% fuel, 30% water.

2 Mercury 260 Hp engines

| rev/min | Speed | |
|---------|-------|--|
| | kn | |

| | | |
|-------|------|--|
| 1,000 | 8.0 | |
| 1,500 | 12.0 | |
| 2,000 | 16.0 | |
| 2,500 | 27.0 | |
| 3,000 | 36.7 | |
| | | |
| | | |
| | | |
| | | |
| | | |

Specifications

Length Overall 9.99 m

Beam 3.4 m

Draft 0.55 m

Displacement 5,000 kg

Fuel Tank 700 l

Water Tank 115 l

Engines 2 Mercury 260 hp

Transmission Outdrive

Certifications: CE B/12