

# A History of Excellence



 Riviera

PATROL BOATS • PASSENGER BOATS • PILOT BOATS  
SURVEY BOATS • DHOWS • AMBULANCE BOATS  
MOORING BOATS • TRAWLERS • ABRA



Riviera



# Moving ahead with time

Established in 1976, Riviera is one of the most reputed companies in the Middle East. For the past 40 years we have established a great standing in the market through strong client relationships. Having constantly worked towards upholding old traditions while developing new technology, we make our products safe and reliable for our clients.

Over the years we have managed to carve a niche for ourselves. With the world changing fast and new methods of travel and lifestyle coming into light, we continue our quest towards providing solutions that adhere to international standards of reliability, luxury as well as safety.

Riviera Pool was the first boat builder in the Middle East region to build the traditional 'Dhow' in GRP material as shing and pleasure boats. Consequently the company added yachts, stern-boom trawlers, tour boats, pilot boats and work boats in its range of boats designed in collaboration with German and Swedish naval architects. The motivation of the company was to fulfill a local need with international quality. Quality at minimal cost and with excellent after-sales service was to be the primary focus.

With a factory capacity of around 800,000kg GRP moldings per annum and a product line comprising of commercial boats, shing, pleasure, patrol, pilot and work, yachts, marinas, swimming pools and various multi-purpose GRP products and advanced composites, the company Riviera has set market standards.

Riviera boat maintenance facility at Hamriyah Free Zone is a state-of-the-art unit offering a wide range of servicing and upkeep options. Riviera houses one of the few boat lifting equipments in the region. Our straddle carrier can lift boats up to 300 tones. It helps the task to be undertaken with no harm coming to the body.

Riviera's journey to success has been possible by its persistent endeavor to keep in view of the requirements of growing customers, to adopt the latest technologies and to enhance and improve the production line.

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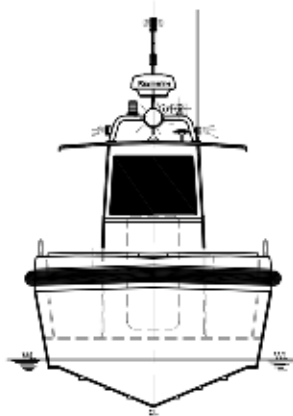
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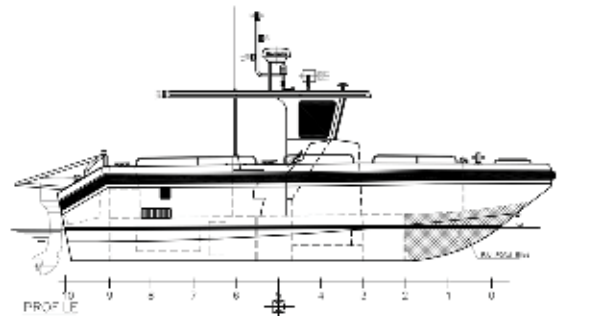
## SPECIFICATIONS

L. O. A	8.75 M
L. W. L	7.00 M
BEAM	2.50 M
DRAFT LOADED	0.52 M
DISPLACEMENT (LOADED)	4TONS (APPROX.)
MAXIMUM SPEED	UP TO 45 KNOTS
ENGINES	OUTBOARDS
FUEL TANKS	500 LTRS.
WATER TANKS	150 LTRS.

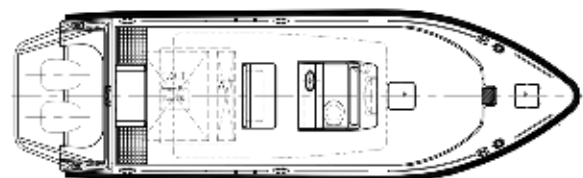
[www.riviera.ae](http://www.riviera.ae)



MIDSHIP SECTION  
(LOOKING AFT)



PROFILE



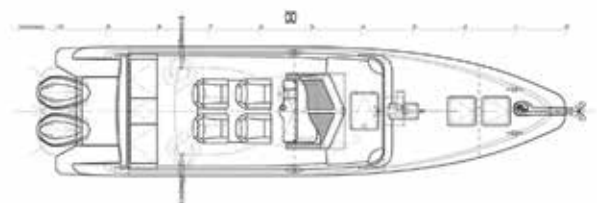
MAIN DECK



## SPECIFICATIONS

L. O. A MOLDED	9.50 M
L. W. L	7.75 M
BEAM	2.63 M
DRAFT	0.50 M
DISPLACEMENT (FULL LOAD)	4.2 TONS (APPROX.)
FUEL TANKS	650 LTRS.
FRESHWATER TANK	150 LTRS.
MAX. SPEED	50+ KNOTS
NUMBER OF CREWS	FOUR (4)

[www.riviera.ae](http://www.riviera.ae)

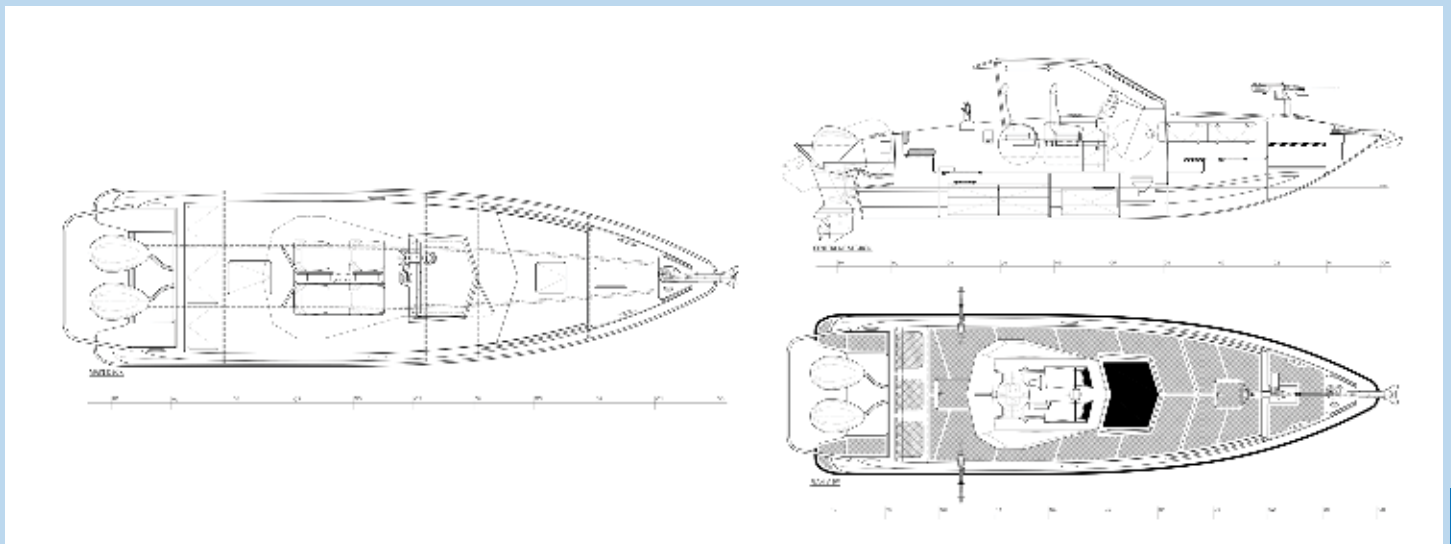




## SPECIFICATIONS

L. O. A	10.40 M
BEAM	3.94 M
DRAFT LOADED	0.90 M
DISPLACEMENT (LOADED)	4 TONS (APPROX.)
MAXIMUM SPEED	50 KNOTS
FUEL TANKS	600 LTRS.
WATER TANKS	200 LTRS.

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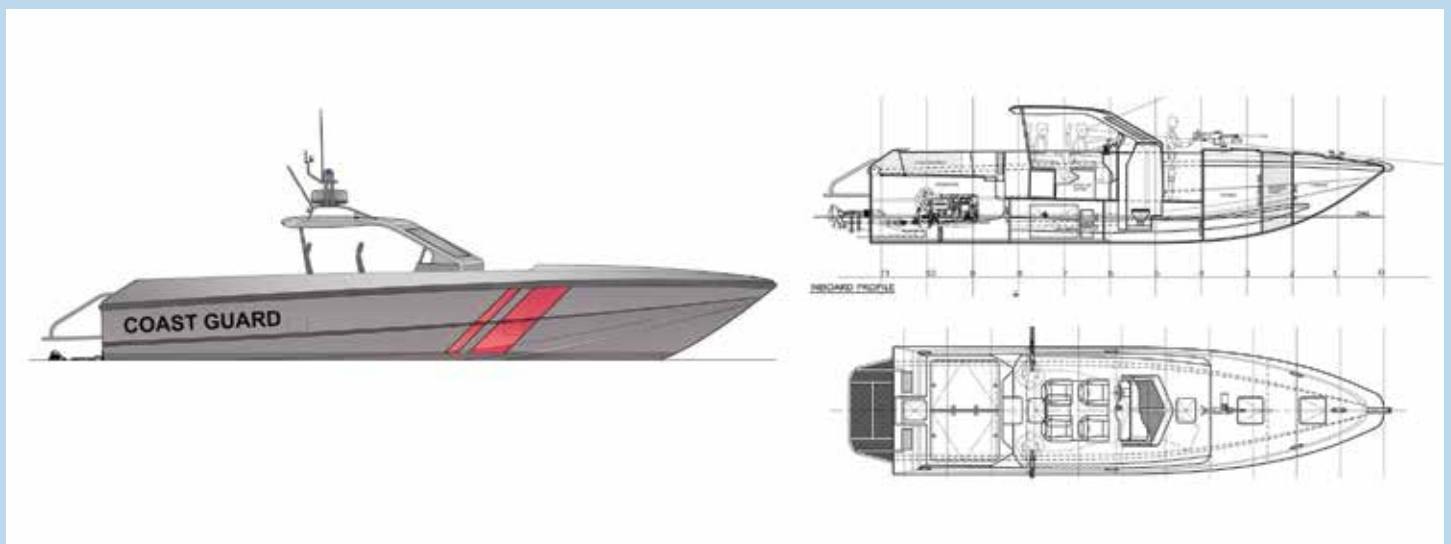
# 11M INTERCEPTOR/PATROL BOAT (INBOARD ENGINES)



## SPECIFICATIONS

L. O. A	12.75 M
L. O. HULL MOLDED	11.25 M
L. W. L	9.66 M
BEAM	2.92 M
DRAFT	0.57 M
DISPLACEMENT (FULL LOAD)	7.0 TONS (APPROX.)
MAXIMUM SPEED	45 KNOTS
FUEL TANKS	750 LTRS.
FRESHWATER TANK	150 LTRS.
PROPULSION SYSTEM (OPTION-1)	Q-SPD SURFACE DRIVE
PROPULSION SYSTEM (OPTION-2)	KAMEWA WATER JETS

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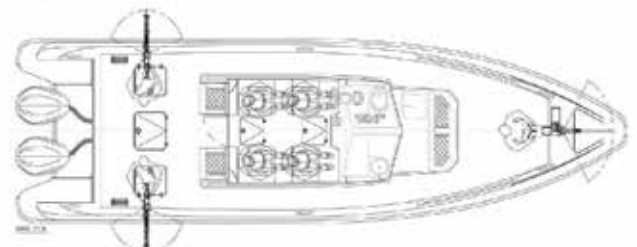
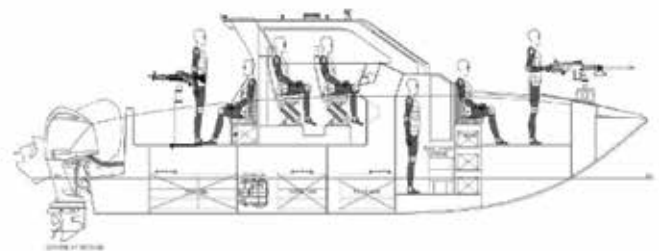
# 11M INTERCEPTOR/PATROL BOAT (CLOSED CABIN)



## SPECIFICATIONS

L. O. A	11.10 M
BEAM	2.90 M
DRAFT LOADED	0.50 M
DISPLACEMENT (LOADED)	4.5 TONS (APPROX.)
MAXIMUM SPEED	40 +KNOTS
FUEL TANKS	800 LTRS.
WATER TANKS	200 LTRS.

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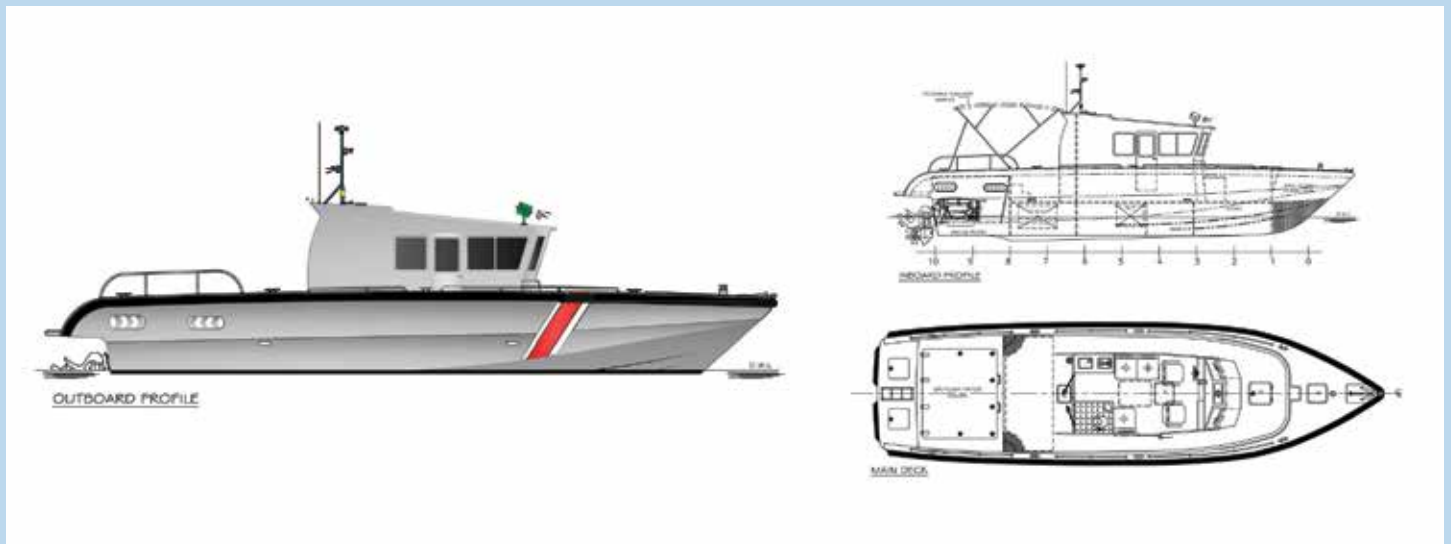


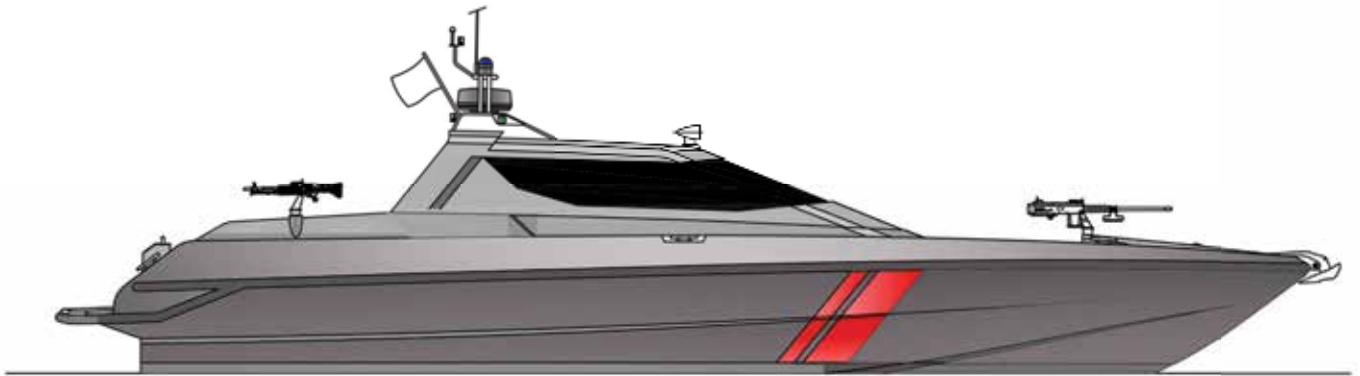


## SPECIFICATIONS

L.O.A MOLDED	12.40 M
L.W.L	10.10 M
BEAM	3.14 M
DRAFT	0.75 M
DISPLACEMENT (FULL LOAD)	5.5 TONS (APPROX.)
FUEL TANKS	700 LTRS.
FRESHWATER TANK	200 LTRS.
MAX. SPEED	45+ KNOTS
NUMBER OF CREWS	FOUR (4)

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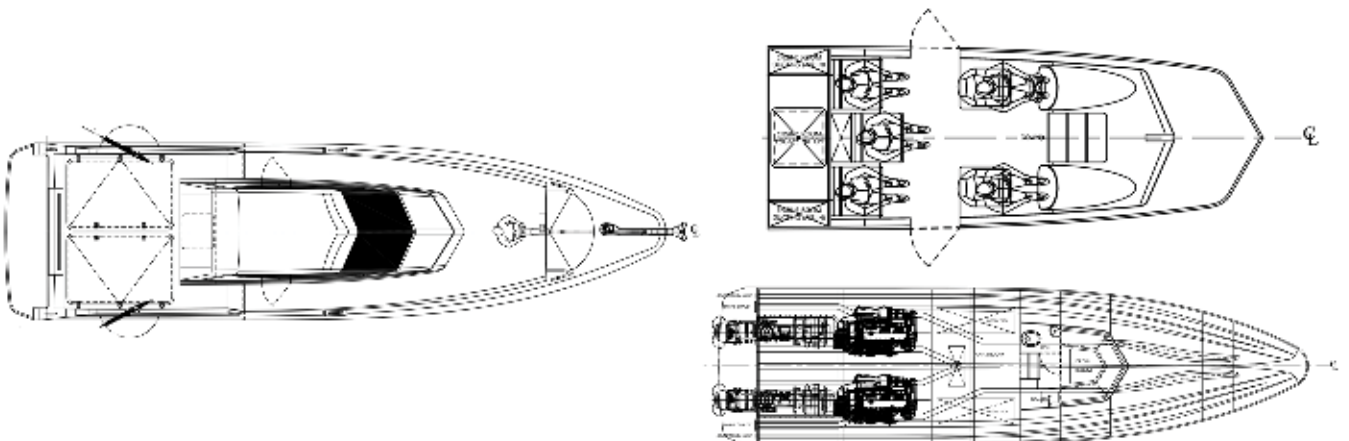


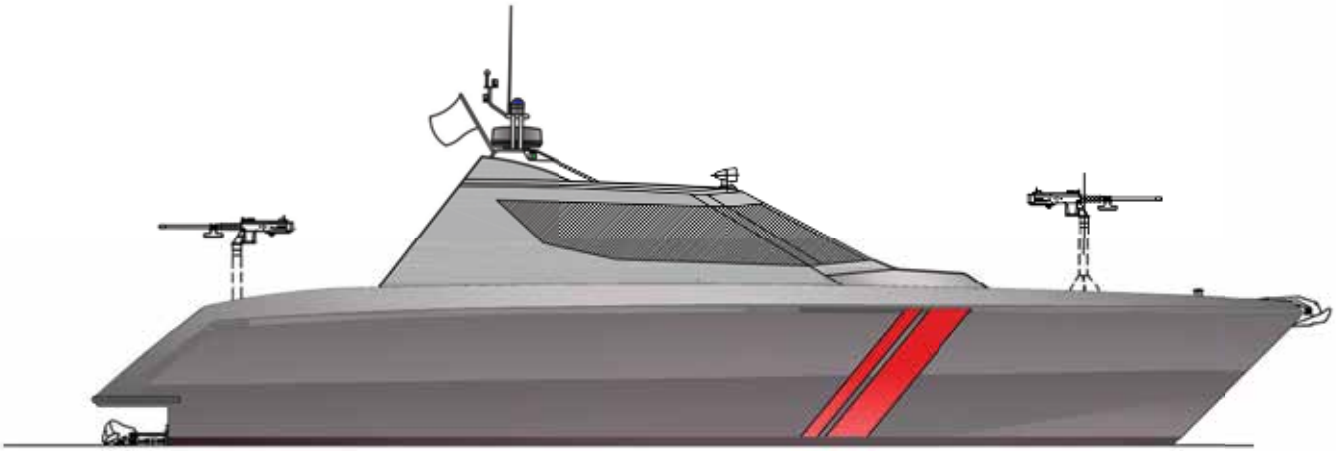


## SPECIFICATIONS

L. O. A (INCLUDING PLATFORM)	13.90 M
L. O. A (MOULDED)	13.00 M
D. W. L	11.30 M
BEAM	3.80M
DRAFT LOADED	0.77 M
DISPLACEMENT (LOADED)	13TONS (APPROX.)
MAXIMUM SPEED	50+ KNOTS
FUEL TANKS	1500 LTRS.
WATER TANKS	150 LTRS.

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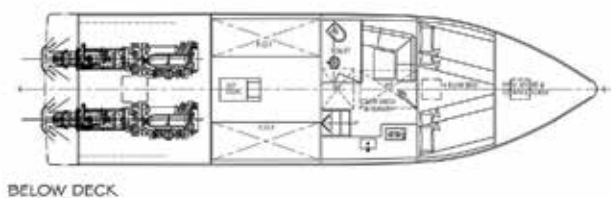
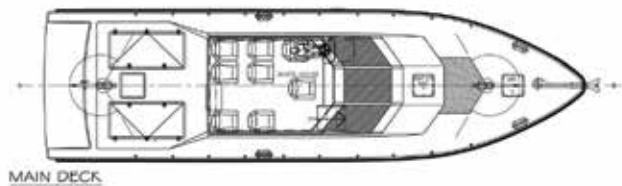


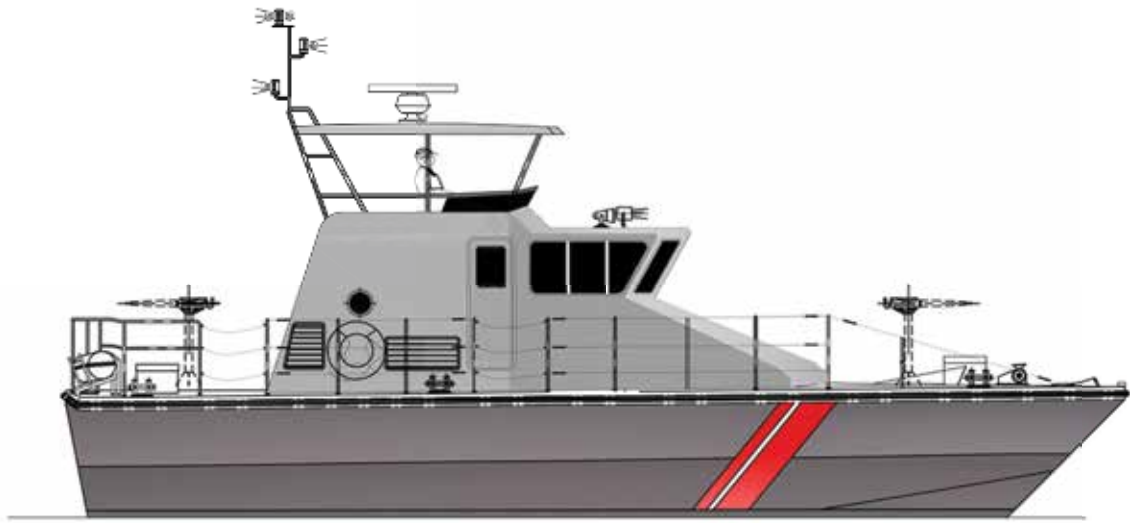


## SPECIFICATIONS

L. O. A	14.50 M
L. W. L	12.09 M
BEAM	4.000 M
DRAFT LOADED	0.65 M
DISPLACEMENT (LOADED)	15TONS (APPROX.)
MAXIMUM SPEED	45 KNOTS
FUEL TANKS	2000 LTRS.
WATER TANKS	500 LTRS.

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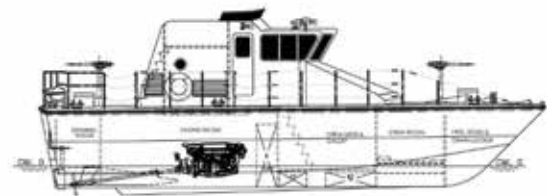
## SPECIFICATIONS

L. O. A	15.000 M
L.W.L	13.57 M
BEAM	4.000 M
DRAFT LOADED	0.85 M
DISPLACEMENT (LOADED)	23TONS (APPROX.)
MAXIMUM SPEED	30 KNOTS
SERVICE SPEED	24 KNOTS
FUEL TANKS	2000 LTRS.
WATER TANKS	500 LTRS.

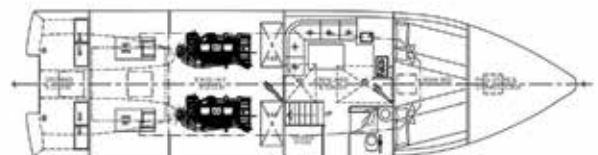
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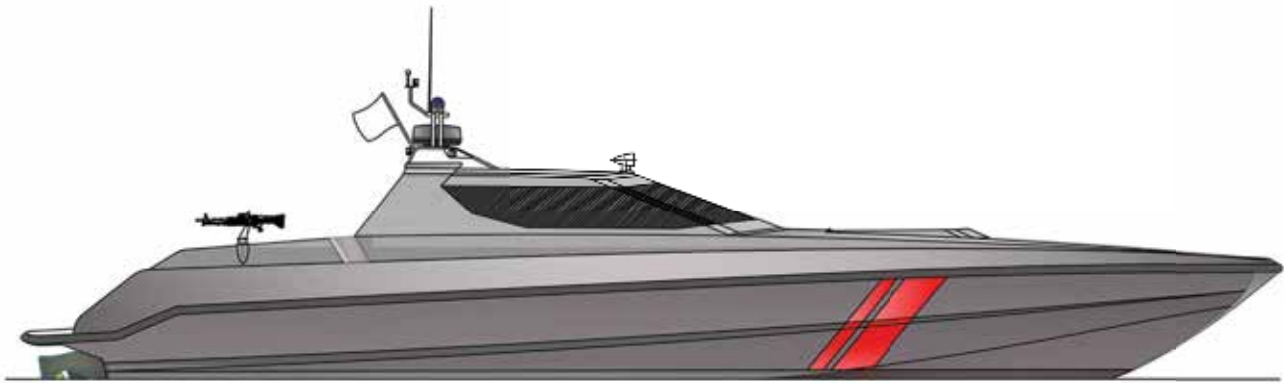
OUTBOARD PROFILE



INBOARD PROFILE



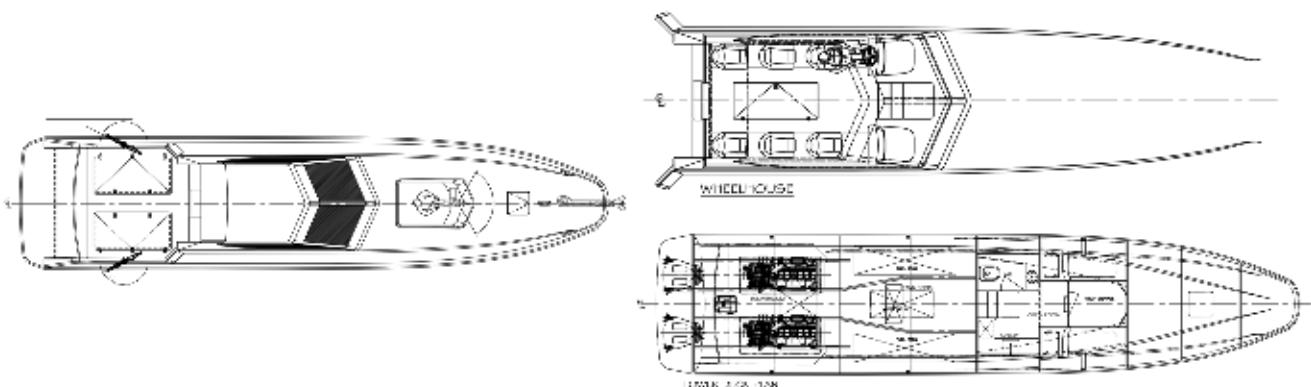
BELOW DECK



## SPECIFICATIONS

L. O. A	15.50 M
D. W. L	12.85 M
BEAM	3.40 M
DRAFT MOULDED	0.65 M
DISPLACEMENT (LOADED)	9TONS (APPROX.)
MAXIMUM SPEED	50 KNOTS
SERVICE SPEED	20 KNOTS
FUEL TANKS	1500 LTRS.
WATER TANKS	150 LTRS.

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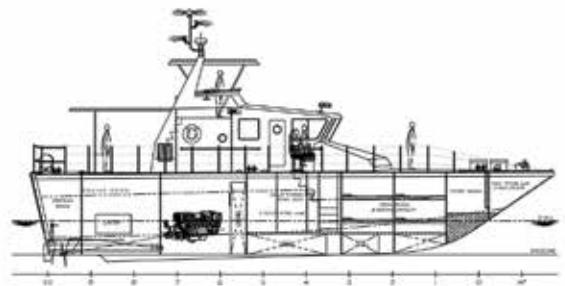
## SPECIFICATIONS

L. O. A	20.00 M
L. W. L	17.10 M
BEAM	5.50 M
DRAFT	1.30 M
DISPLACEMENT (LOADED)	35TONS (APPROX.)
MAXIMUM SPEED	24 KNOTS
SERVICE SPEED	20 KNOTS
FUEL TANKS	4000 LTRS.
WATER TANKS	1000 LTRS.

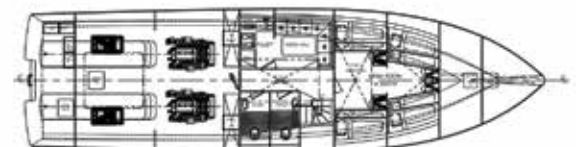
[www.riviera.ae](http://www.riviera.ae)



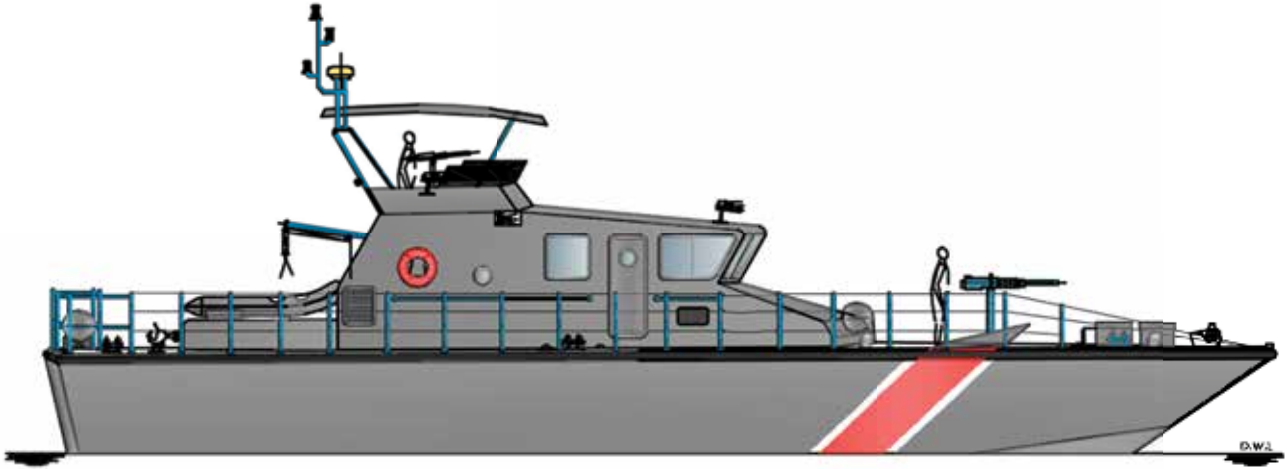
OUTBOARD PROFILE



ABOARD PROFILE



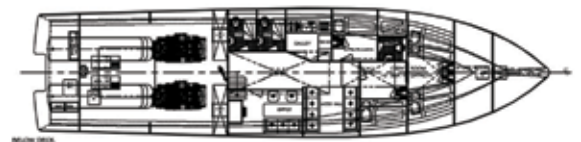
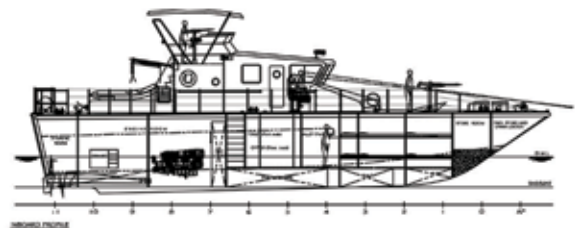
BELOW DECK



## SPECIFICATIONS

L. O. A	22.00 M
L. W. L	19.10 M
BEAM	5.50 M
DRAFT	1.30 M
DISPLACEMENT (LOADED)	45TONS (APPROX.)
MAXIMUM SPEED	24 KNOTS
SERVICE SPEED	20 KNOTS
FUEL TANKS	4000 LTRS.
WATER TANKS	1500 LTRS.

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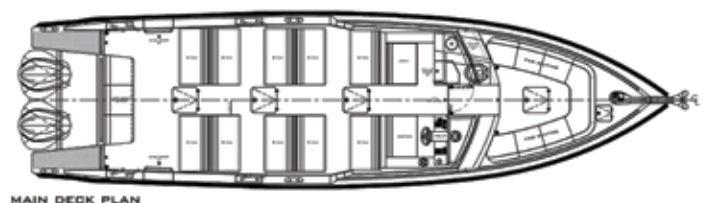
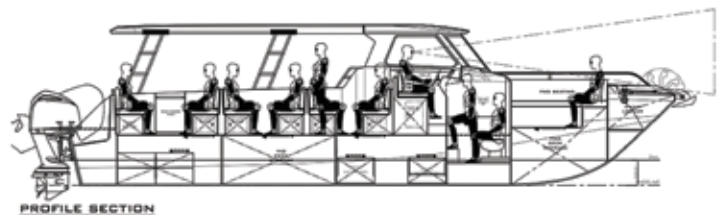




## SPECIFICATIONS

L. O. A	12.50 M
BEAM	3.14 M
DRAFT LOADED	0.65 M
DISPLACEMENT (LOADED)	10 TONS (APPROX.)
PASSENGERS	30 PAX
MAXIMUM SPEED	30 + KNOTS
FUEL TANKS	800 LTRS.
WATER TANKS	200 LTRS.

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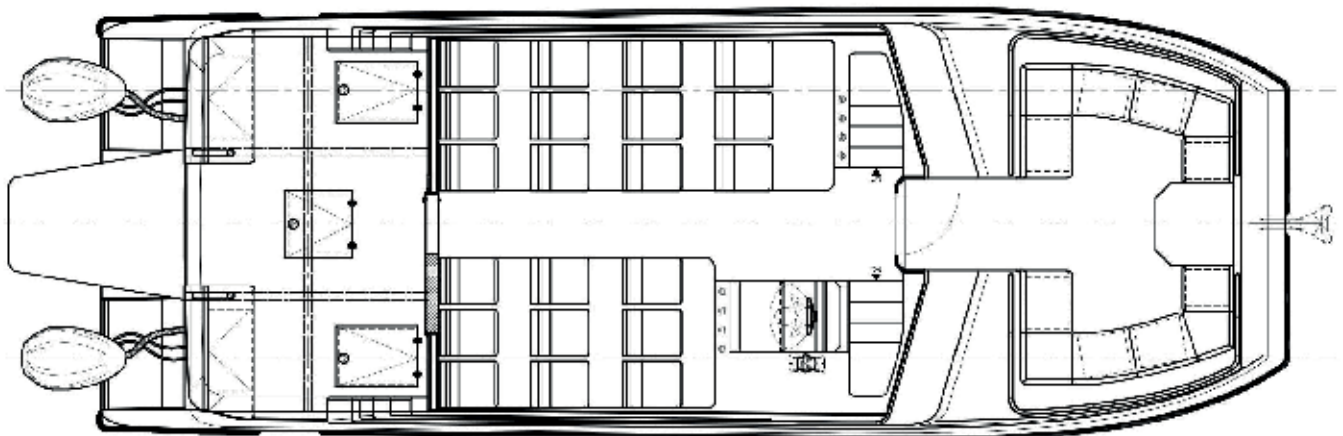


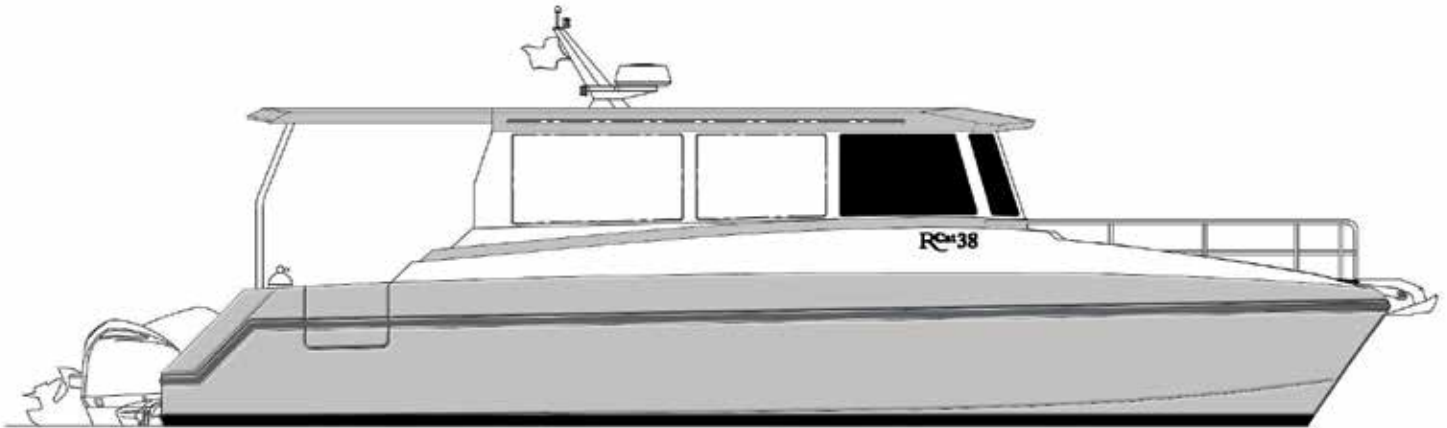


## SPECIFICATIONS

L. O. A	12.000 M
L. O. HULL	11.600 M
D. W. L	10.130 M
BEAM	4.160 M
DRAFT LIGHT @ PROP. TIP	0.960 M
DRAFT LIGHT @ ABOVE KEEL	0545 M
DISPLACEMENT (LOADED)	9.5 TONS (APPROX.)
MAXIMUM SPEED	30 KNOTS (@ FULL LOAD CONDITION)
FUEL TANKS	1,500 LTRS.
WATER TANKS	200 LTRS
COMPLIMENTS	21 PASSENGER'S +9

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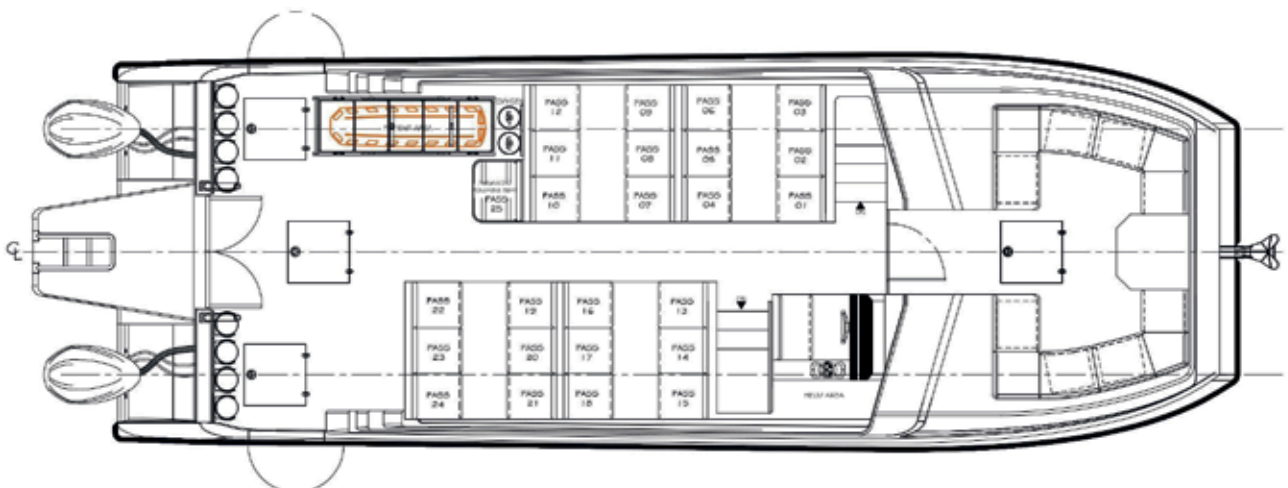




## SPECIFICATIONS

L. O. A	12.000 M
L. W. L	11.09 M
BEAM	4.16 M
DRAFT LOADED	0.64 M
DISPLACEMENT (FULL LOADED)	9.5 TONS (APPROX.)
PASSENGERS	33 PASSANGERS
MAXIMUM SPEED	30 KNOTS
SERVICE SPEED	24 KNOTS
FUEL TANKS	1500 LTRS.
WATER TANKS	200 LTRS.

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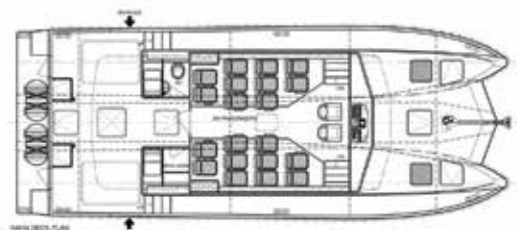
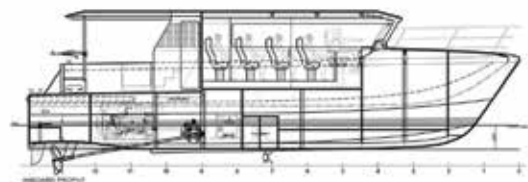




## SPECIFICATIONS

L. O. A	13.570 M
L. O. HULL	13.450 M
D. W. L	12.170 M
BEAM	5.620 M
DRAFT LIGHT @ PROP. TIP	1.350 M
DRAFT LIGHT @ ABOVE KEEL	0.645 M
DISPLACEMENT (LOADED)	25 TONS (APPROX.)
MAXIMUM SPEED	30 KNOTS (@ FULL LOAD CONDITION)
FUEL TANKS	2,000 LTRS.
WATER TANKS	300 LTRS.
COMPLIMENTS	20 PASSENGER'S + 3 CREWS

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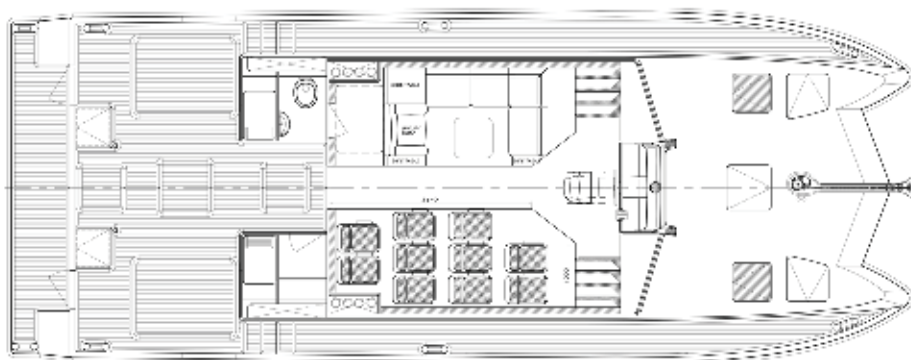




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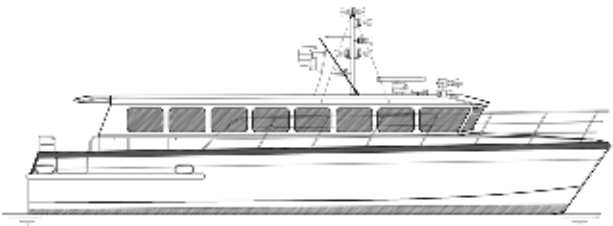




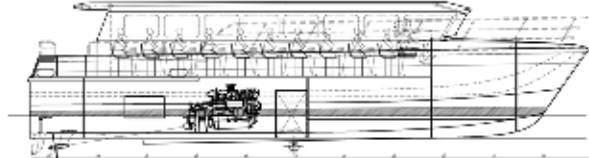
## SPECIFICATIONS

L. O. A	16.000 M
L. W. L	14.70 M
BEAM	5.62 M
DRAFT LOADED	0.64 M
DISPLACEMENT (LOADED)	32 TONS (APPROX.)
PASSENGERS	80 PASSANGERS
MAXIMUM SPEED	30 KNOTS
SERVICE SPEED	24 KNOTS
FUEL TANKS	3000 LTRS.
WATER TANKS	300 LTRS.


[www.riviera.ae](http://www.riviera.ae)



OUTBOARD PROFILE



INBOARD PROFILE



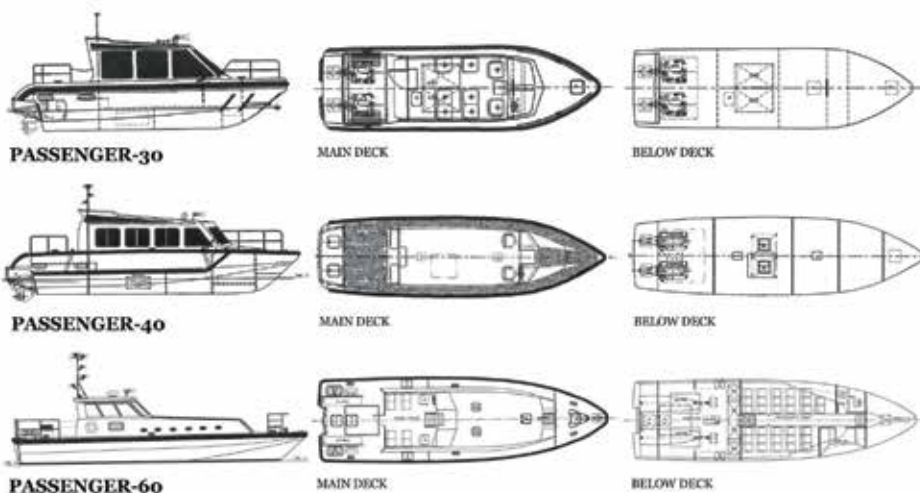
MAIN DECK PLAN



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## SPECIFICATIONS

PARTICULARS	PASSENGER-30	PASSENGER-40	PASSENGER-60
L. O. A (M)	9	12	18
L. W. L. (M)	7.35	10.1	15.9
BEAM (M)	2.5	3.14	4.9
DRAFT (M)	0.6	0.65	0.85
DISPLACEMENT (TONS)	4.5	8.5	30
RECOMMENDED POWER (HP)X 2	300	350	1000
SPEED (KNOTS)	UP TO 45	UP TO 38	UP TO 35
PROPULSION SYSTEM	OUTBOARD /STERN DRIVE	FIXED PITCH /STERN DRIVE	FIXED PITCH /SURFACE DRIVE
FUEL TANKS CAPACITY (LTRS.)	500	600-1000	2000-3500
AIR CONDITIONING	N/A	OPTIONAL AVAILABILITY	AVAILABLE
BILGE SYSTEM	INDEPENDENT	INDEPENDENT	INDEPENDENT
CLASSIFICATION (OPTIONAL)	B.V, G.L, DNV	B.V, G.L, DNV	B.V, G.L, DNV

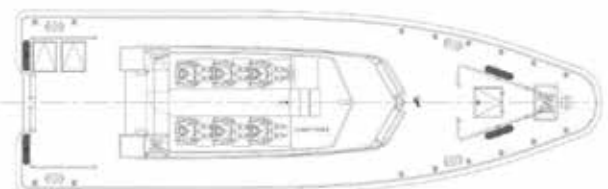
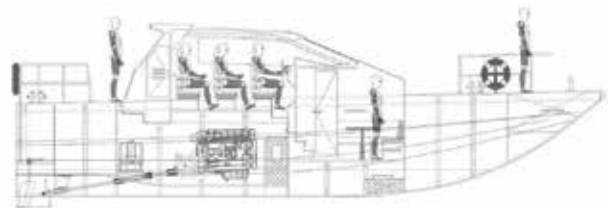




## SPECIFICATIONS

L. O. A	13.50 M
D. W. L	11.560 M
BEAM	3.90 M
DRAFT LIGHT	0.800 M
DISPLACEMENT (LOADED)	15 TONS (APPROX.)
MAXIMUM SPEED	24+ KNOTS
FUEL TANKS	1,500 LTRS.
WATER TANKS	300 LTRS.

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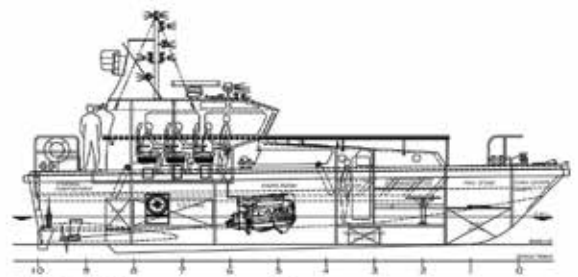
## SPECIFICATIONS

L. O. A	15.000 M
L. O. HULL	13.05 M
D. W. L	12.650 M
BEAM	4.000 M
DRAFT LOADED	1.05 M
DISPLACEMENT (LOADED)	23TONS (APPROX.)
MAXIMUM SPEED	24 KNOTS
SERVICE SPEED	20 KNOTS
FUEL TANKS	2000 LTRS.
WATER TANKS	500 LTRS.

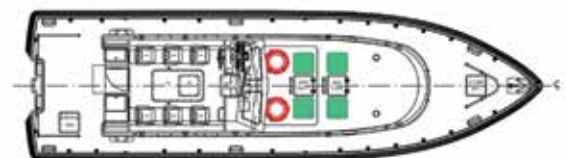
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OUTBOARD PROFILE



INBOARD PROFILE



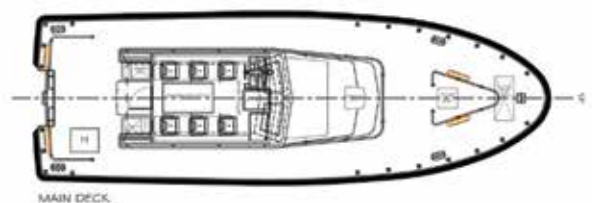
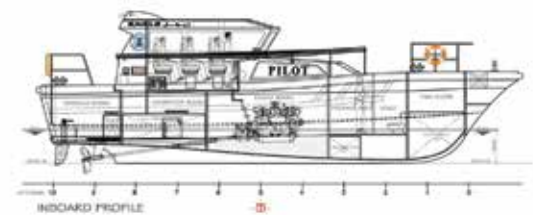
MAIN DECK



## SPECIFICATIONS

L. O. A	15.00 M
L. O. HULL	13.05 M
D. W. L	12.65 M
BEAM	5.10 M
DRAFT LOADED	1.15 M
DISPLACEMENT (LOADED)	25TONS (APPROX.)
MAXIMUM SPEED	24 KNOTS
SERVICE SPEED	20 KNOTS
FUEL TANKS	2500 LTRS.
WATER TANKS	300 LTRS.

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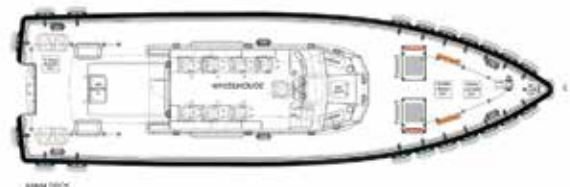
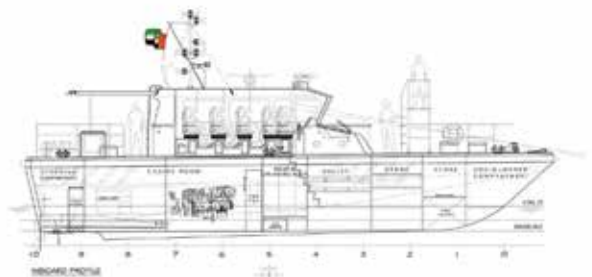


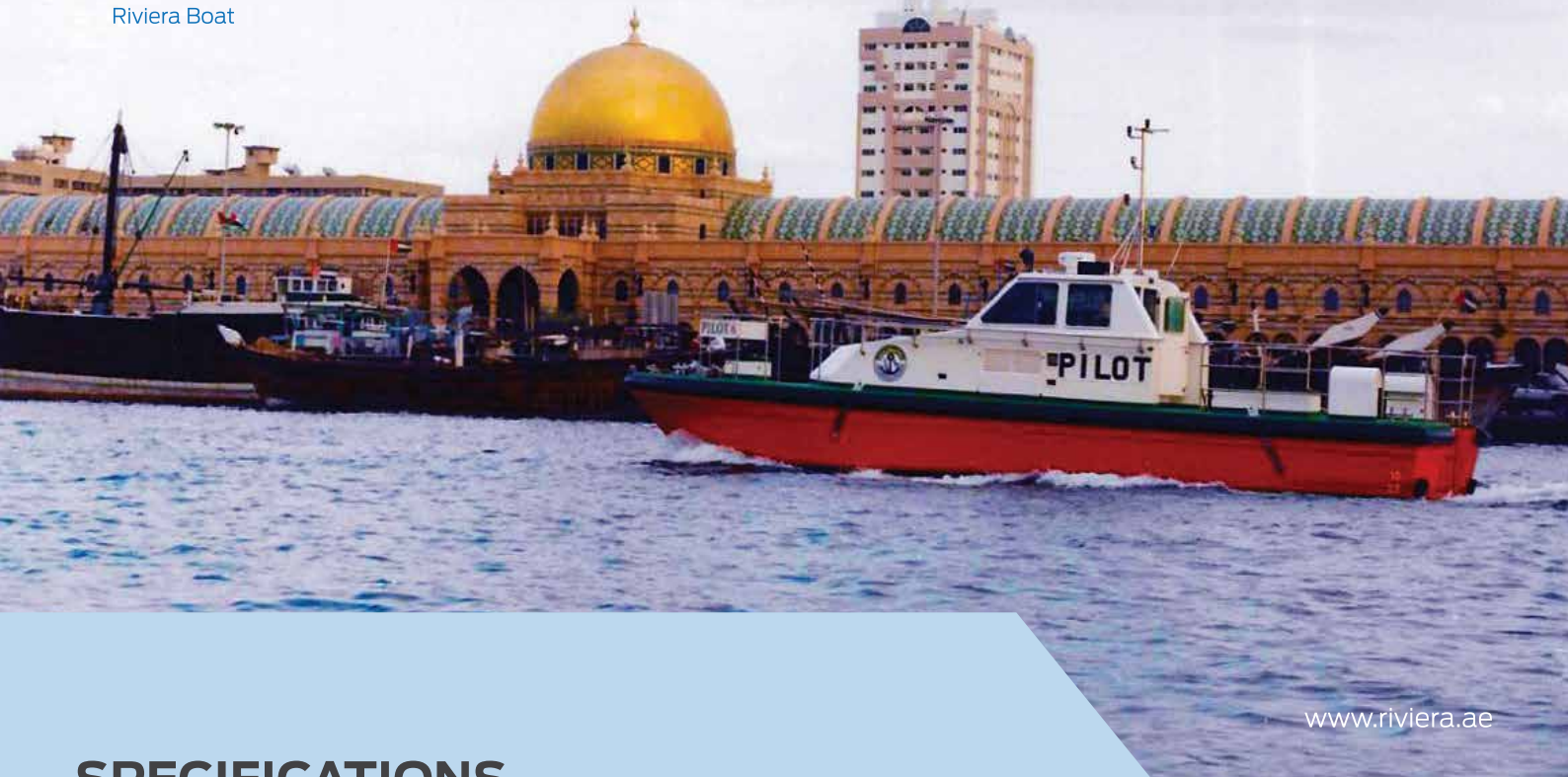


## SPECIFICATIONS

L. O. A	18.00 M
L. W. L	16.00 M
BEAM	4.90 M
DRAFT	0.85 M
DISPLACEMENT (LOADED)	35TONS (APPROX.)
MAXIMUM SPEED	24 KNOTS
SERVICE SPEED	22 KNOTS
FUEL TANKS	4000 LTRS.
WATER TANKS	200 LTRS.

[www.riviera.ae](http://www.riviera.ae)

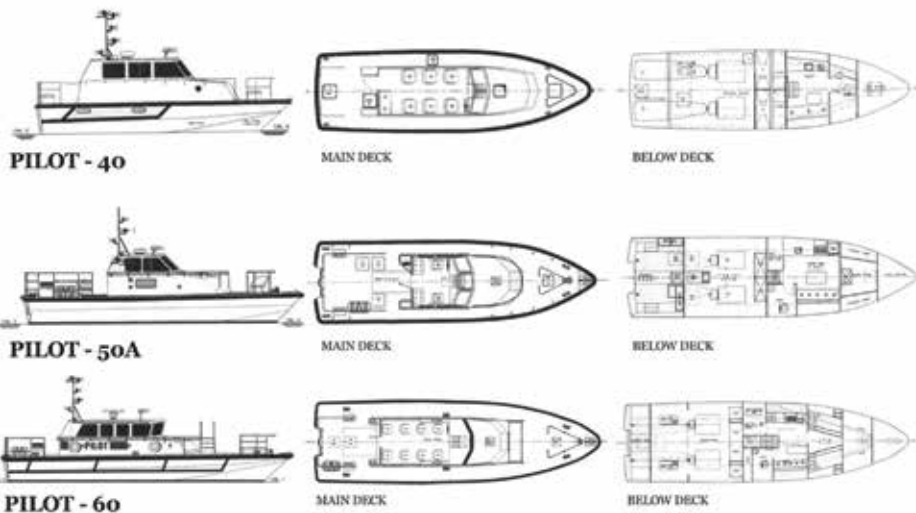




[www.riviera.ae](http://www.riviera.ae)

## SPECIFICATIONS

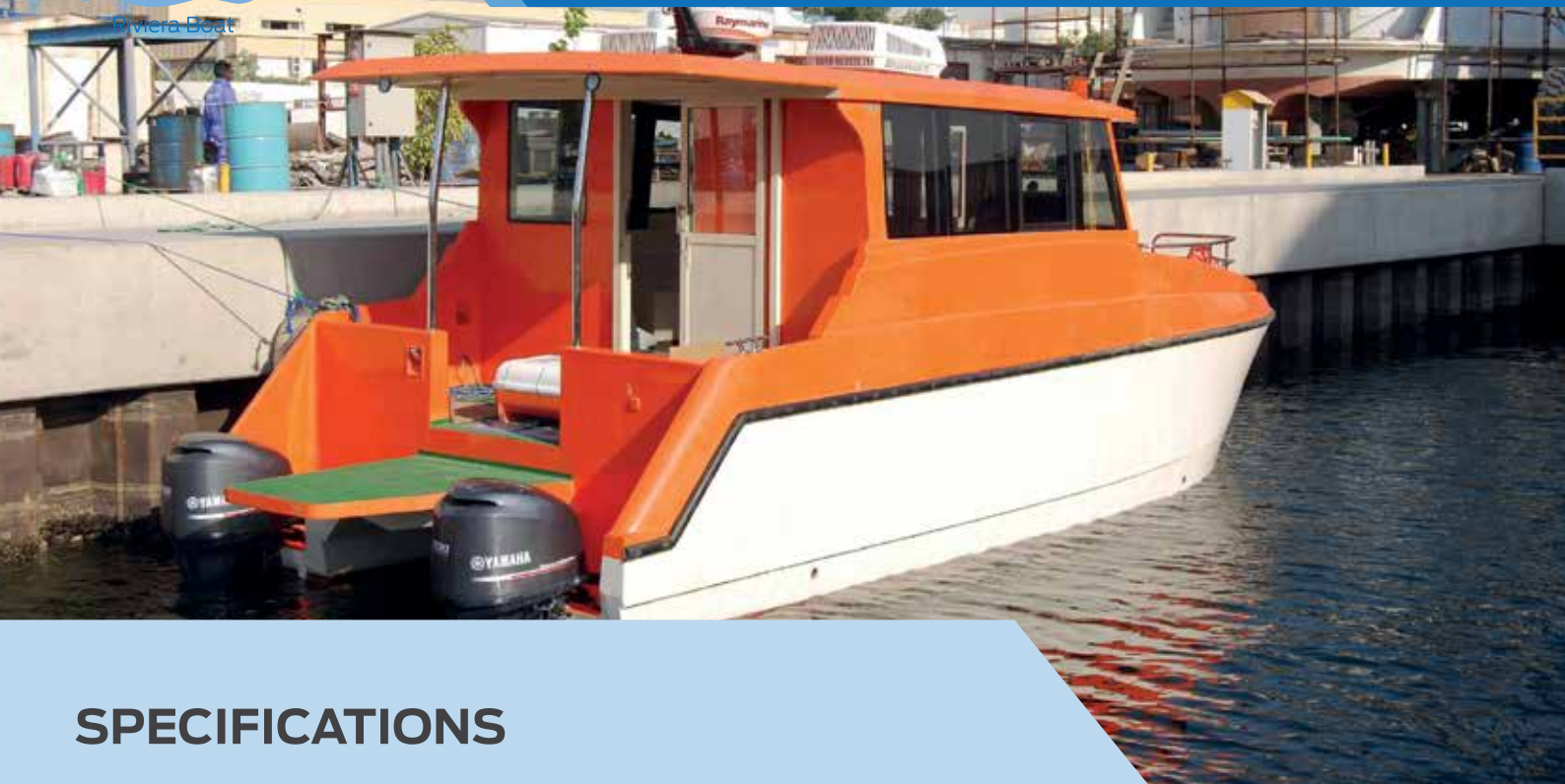
PARTICULARS	PILOT-40	PILOT-50	PILOT-60
L. O. A (M)	12	15	18
L. W. L (M)	10.1	13.05	15.9
BEAM (M)	3.14	4	4.9
DRAFT (M)	0.65	0.75	0.85
DISPLACEMENT (TONS)	8.5	20	30
RECOMMENDED POWER (HP) X 2	350	700	1000
SPEED (KNOTS)	UP TO 38	UP TO 35	UP TO 35
PROPULSION SYSTEM	FIXED PITCH /STERN DRIVE	FIXED PITCH	FIXED PITCH
FUEL TANKS CAPACITY (LTRS.)	600-1000	1500-2500	2000-3500
AIR CONDITIONING	OPTIONAL AVAILABILITY	AVAILABLE	AVAILABLE
BILGE SYSTEM	INDEPENDENT	INDEPENDENT	INDEPENDENT
CLASSIFICATION (OPTIONAL)	B.V, G.L, DNV	B.V, G.L, DNV	B.V, G.L, DNV





Riviera Boat

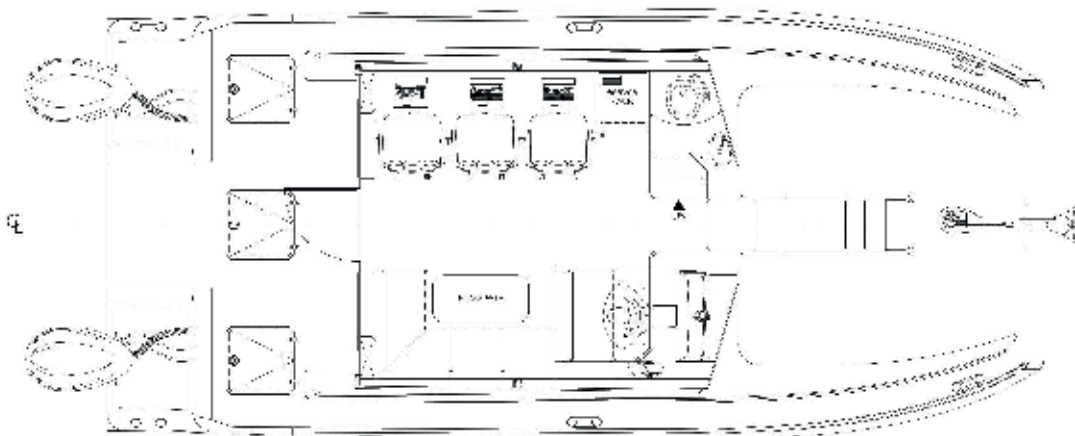
# 9M SURVEY BOAT



## SPECIFICATIONS

L. O. A	9.00 M
BEAM	4.15 M
DRAFT LIGHT	0.52 M
DISPLACEMENT (LOADED)	5 TONS (APPROX.)
MAXIMUM SPEED	23 KNOTS
FUEL TANKS	1,000 LTRS.
WATER TANKS	150 LTRS.

[www.riviera.ae](http://www.riviera.ae)

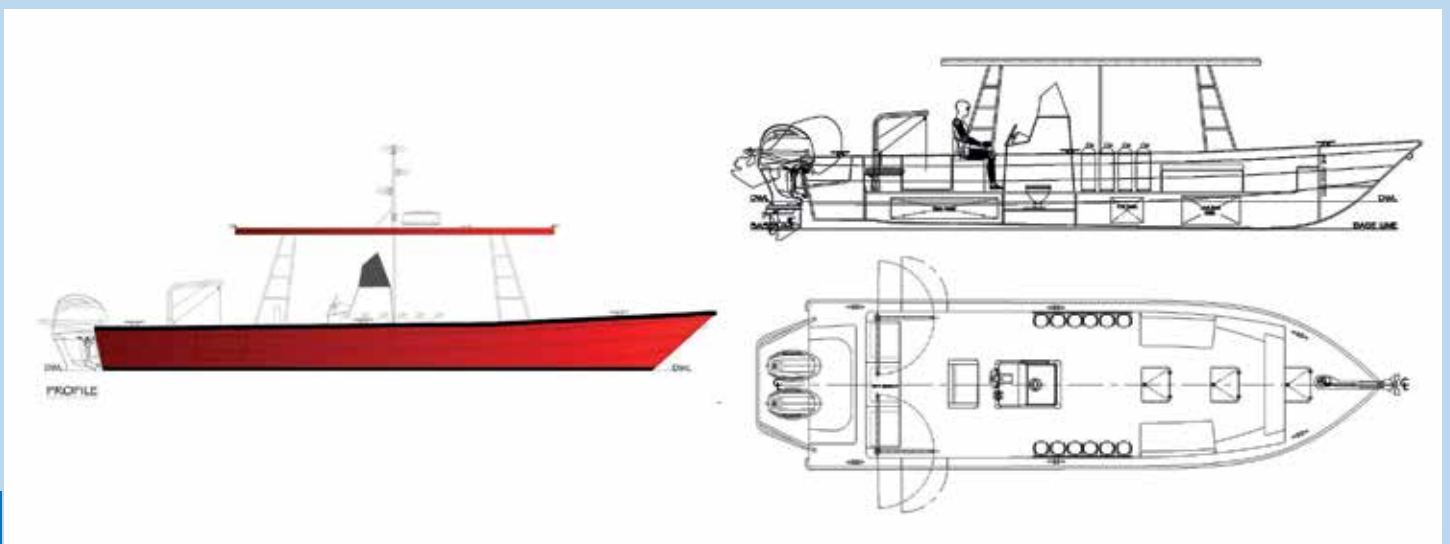




## SPECIFICATIONS

L. O. A	10.000 M
D. W. L	8.86 M
BEAM	2.900 M
DRAFT	0.45 M
DISPLACEMENT (LOADED)	3 TONS (APPROX.)
MAXIMUM SPEED	30 KNOTS (@ FULL LOAD CONDITION)
FUEL TANKS	500 LTRS.
WATER TANKS	200 LTRS.

[www.riviera.ae](http://www.riviera.ae)

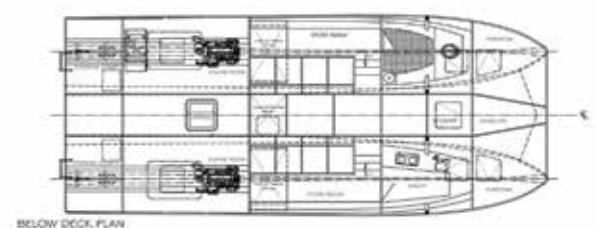
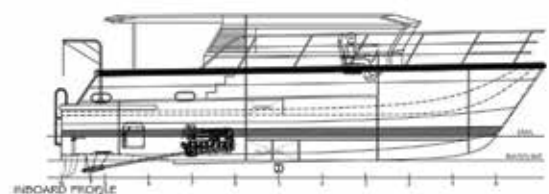




## SPECIFICATIONS

L. O. A	13.00 M
BEAM	5.62 M
DRAFT LIGHT @ PROP. TIP	1.20 M
DISPLACEMENT (FULL LOAD)	23 TONS (APPROX.)
MAXIMUM SPEED	22 KNOTS (@ FULL LOAD CONDITION)
FUEL TANKS	2,000 LTRS.
WATER TANKS	300 LTRS.

[www.riviera.ae](http://www.riviera.ae)

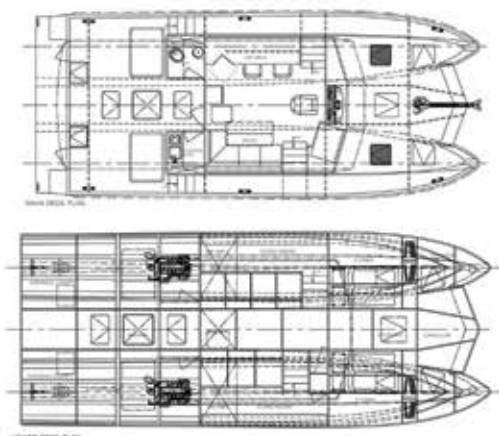
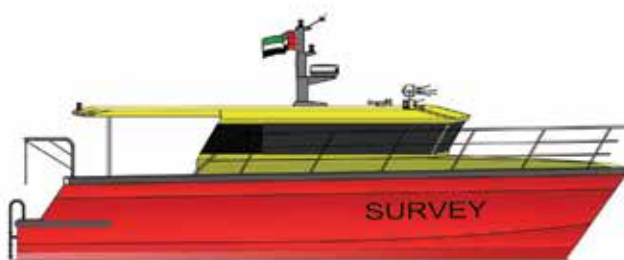




## SPECIFICATIONS

L. O. A	13.570 M
L. O. HULL	13.450 M
D. W. L	12.170 M
BEAM	5.620 M
DRAFT LIGHT @ PROP. TIP	1.350 M
DRAFT LIGHT @ ABOVE KEEL	0.645 M
DISPLACEMENT (LOADED)	23 TONS (APPROX.)
MAXIMUM SPEED	22 KNOTS (@ FULL LOAD CONDITION)
FUEL TANKS	2,000 LTRS.
WATER TANKS	300 LTRS.

[www.riviera.ae](http://www.riviera.ae)



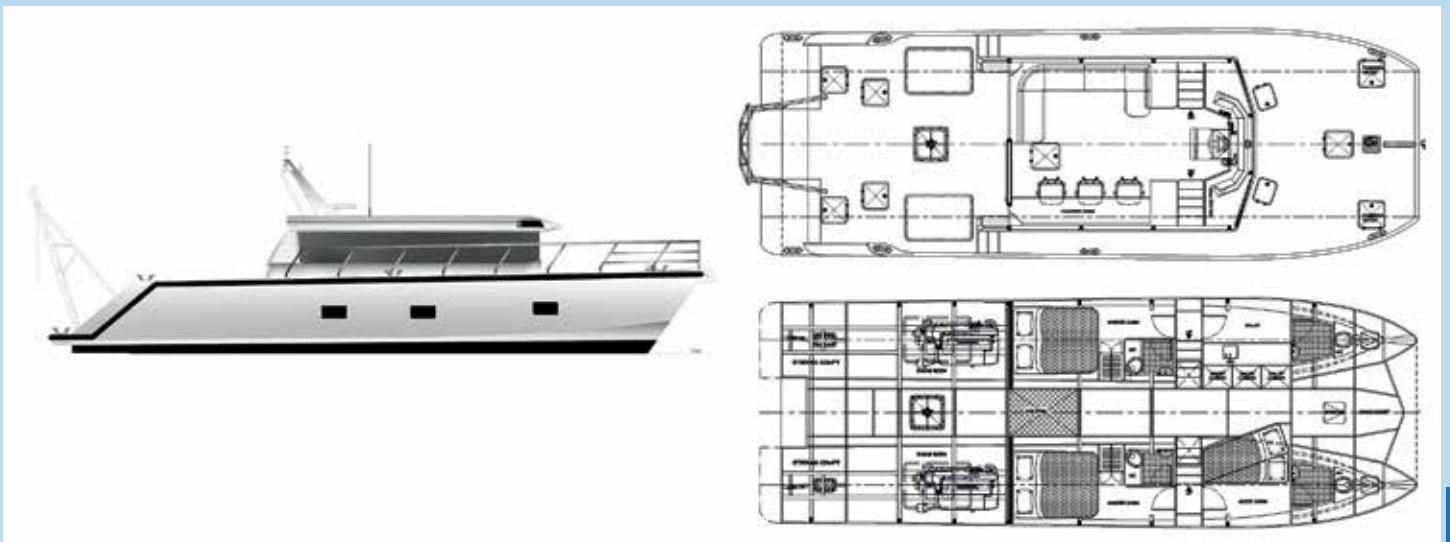




## SPECIFICATIONS

L. O. A	15.00 M
BEAM	5.620 M
DRAFT LIGHT @ PROP. TIP	1.20 M
DISPLACEMENT (FULL LOAD)	26 TONS (APPROX.)
MAXIMUM SPEED	25 KNOTS (@ FULL LOAD
CONDITION) FUEL TANKS	3,000 LTRS.
WATER TANKS	400 LTRS.

[www.riviera.ae](http://www.riviera.ae)

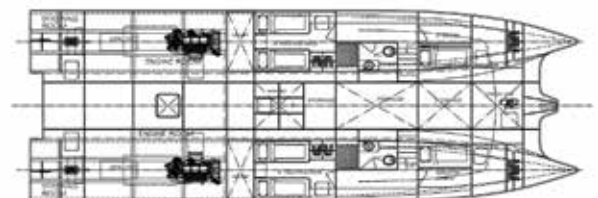
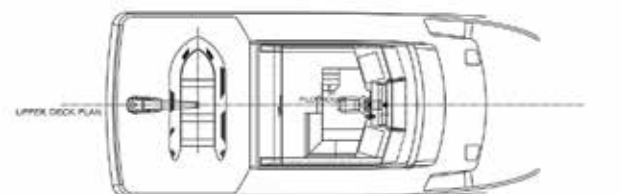




## SPECIFICATIONS

L. O. A	20.000 M
L. W. L	19.13 M
BEAM	7.000 M
DRAFT MOULDED	0.85 M
DISPLACEMENT (FULL LOAD)	40 TONS (APPROX.)
MAXIMUM SPEED	20+ KNOTS
FUEL TANKS	4000 LTRS.
WATER TANKS	500 LTRS.

[www.riviera.ae](http://www.riviera.ae)

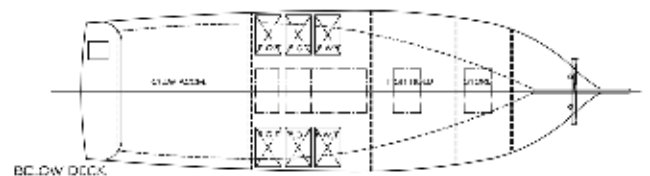
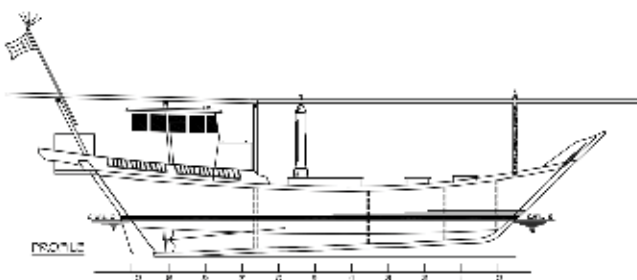




## SPECIFICATIONS

L. O. A (M)	15.5
L. W. L (M)	10.32
BEAM (M)	4
DRAFT (M)	1.2
DISPLACEMENT (TONS)	18
RECOMMENDED POWER (HP) X 1	150
SPEED (KNOTS)	UPTO 12
PROPULSION SYSTEM	FIXED PITCH
STEERING SYSTEM	MANUAL
FUEL TANK CAPACITY (LTRS)	3000
AIR CONDITIONING	OPTIONAL AVAILABILITY
FISH HOLD CAPACITY (M3)	16
ELECTRICAL SYSTEM AC	220V-240V

[www.riviera.ae](http://www.riviera.ae)

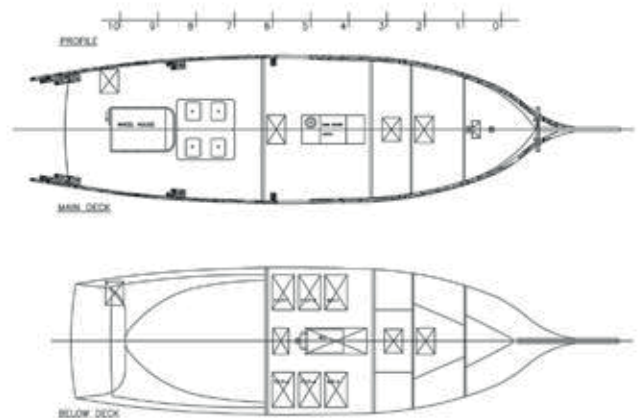
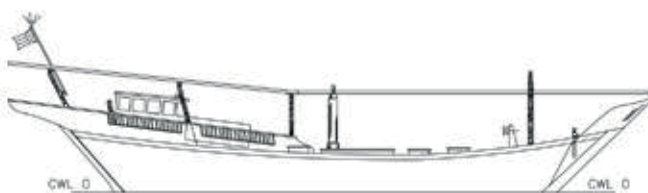




## SPECIFICATIONS

L. O. A (M)	20.8
L. W. L (M)	14.03
BEAM (M)	5.9
DRAFT (M)	1.85
DISPLACEMENT (TONS)	26
RECOMMENDED POWER (HP) X 1	250
SPEED (KNOTS)	UPTO 12
PROPULSION SYSTEM	FIXED PITCH
STEERING SYSTEM	MANUAL
FUEL TANK CAPACITY (LTRS)	4000
AIR CONDITIONING	OPTIONAL AVAILABILITY
FISH HOLD CAPACITY (M3)	25

[www.riviera.ae](http://www.riviera.ae)

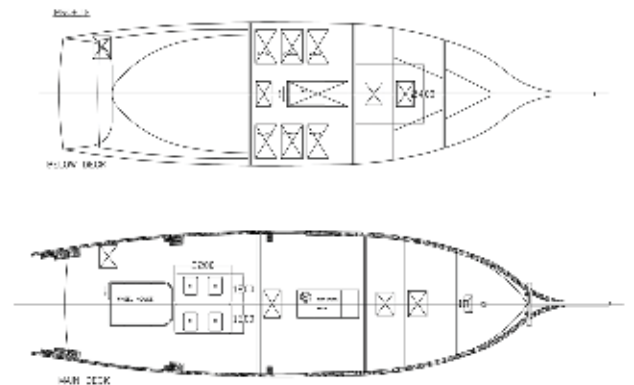
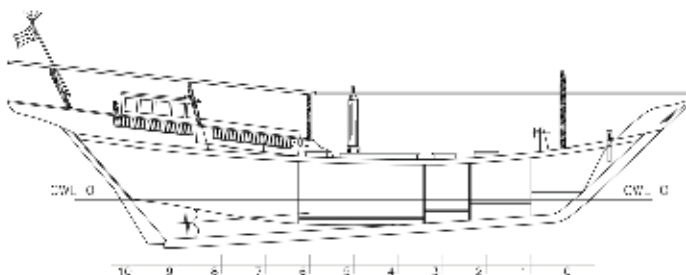




## SPECIFICATIONS

L. O. A (M)	23.6
L. W. L (M)	15
BEAM (M)	5.9
DRAFT (M)	2
DISPLACEMENT (TONS)	35
RECOMMENDED POWER (HP) X 1	400
SPEED (KNOTS)	UPTO 14
PROPULSION SYSTEM	FIXED PITCH
STEERING SYSTEM	MANUAL
FUEL TANK CAPACITY (LTRS)	4000
AIR CONDITIONING	OPTIONAL AVAILABILITY
BILGE SYSTEM	INDEPENDENT
FISH HOLD CAPACITY (M3)	35

[www.riviera.ae](http://www.riviera.ae)

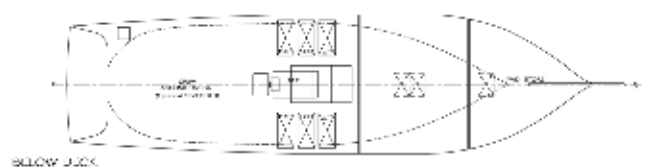
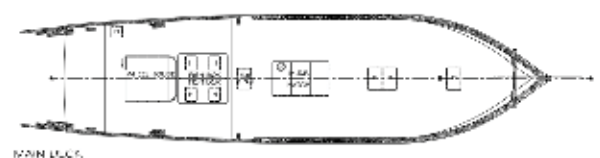
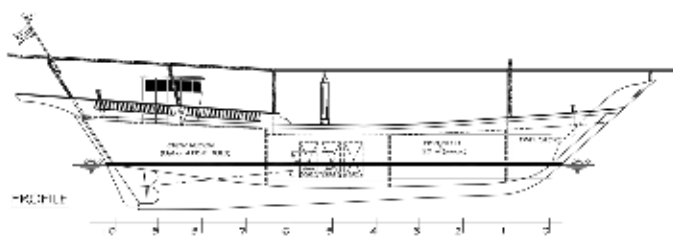


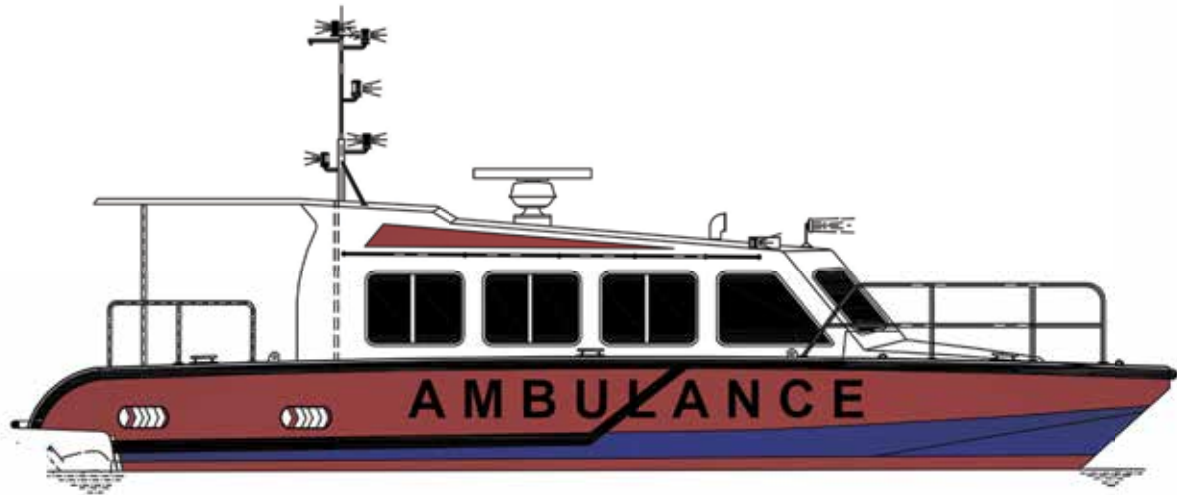


## SPECIFICATIONS

L. O. A (M)	27.4
L. W. L (M)	18.5
BEAM (M)	6.4
DRAFT (M)	2.3
DISPLACEMENT (TONS)	80
RECOMMENDED POWER (HP) X 1	500
SPEED (KNOTS)	UPTO 14
PROPULSION SYSTEM	FIXED PITCH
STEERING SYSTEM	MANUAL
FUEL TANK CAPACITY (LTRS)	5000
AIR CONDITIONING	OPTIONAL AVAILABILITY
BILGE SYSTEM	INDEPENDENT
FISH HOLD CAPACITY (M3)	90
ELECTRICAL SYSTEM AC	220V-240V

[www.riviera.ae](http://www.riviera.ae)

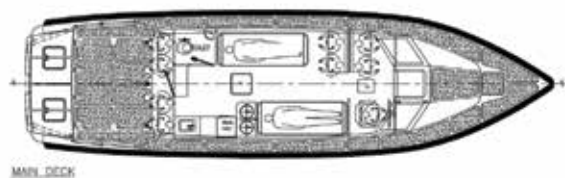
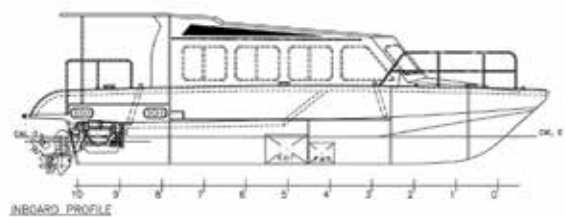




## SPECIFICATIONS

L.O.A (M)	12.40
BEAM (M)	3.14
DEPTH (M)	1.70
DRAFT (M)	0.75
DISPLACEMENT (FULL LOAD)	8 TONS (APPROX.)
MAXIMUM SPEED	25+ KNOTS
FUEL TANKS	800 LTRS.
WATER TANKS	200 LTRS.

[www.riviera.ae](http://www.riviera.ae)



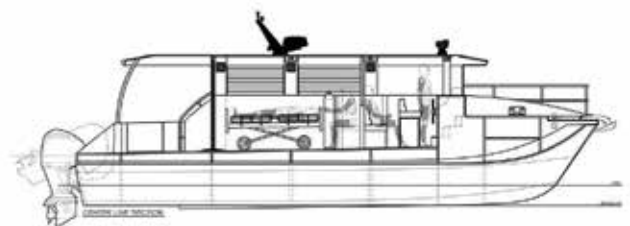
# 12M AMBULANCE CATAMARAN BOAT



## SPECIFICATIONS

L.O.A (M)	12.00 L
W.L (M)	10.06
BEAM (M)	4.16 M
DEPTH (M)	1.70
DRAFT (M)	0.58
DISPLACEMENT (FULL LOAD)	8.5 TONS (APPROX.)
MAXIMUM SPEED	30+ KNOTS
FUEL TANKS	800 LTRS.
WATER TANKS	300 LTRS.

[www.riviera.ae](http://www.riviera.ae)



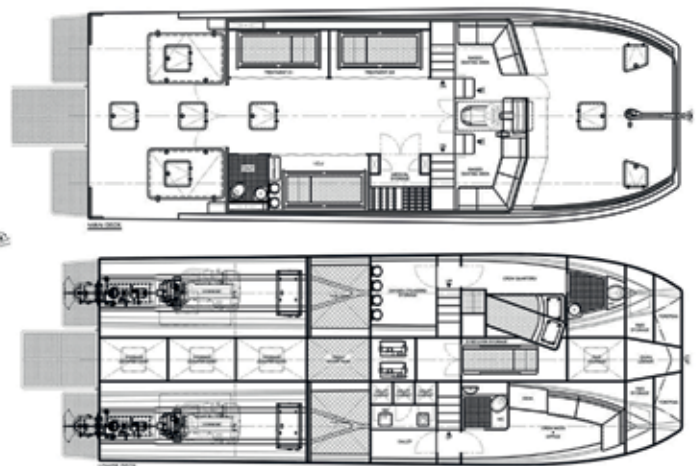




## SPECIFICATIONS

L. O. A (WITH PLATFORM) (M)	16.00
LENGTH OF HULL (M)	15.00
W. L (M)	13.73
BEAM O. A (M)	5.40
DRAFT (M)	0.68
DISPLACEMENT (FULL LOAD)	30 TONS (APPROX.)
MAXIMUM SPEED	30+ KNOTS
FUEL TANKS	3000 LTRS.
WATER TANKS	500 LTRS.

[www.riviera.ae](http://www.riviera.ae)





Riviera Boat

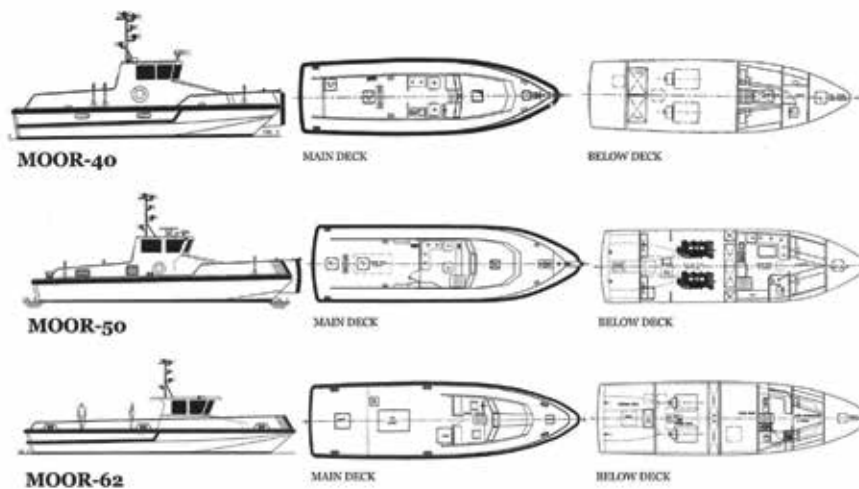
# MOORING BOATS



[www.riviera.ae](http://www.riviera.ae)

## SPECIFICATIONS

PARTICULARS	MOOR-40	MOOR-50	MOOR-62
L. O. A (M)	12	15.2	19
L. W. L (M)	10.1	13.15	16.6
BEAM (M)	3.14	4	4.9
DRAFT (M)	0.65	0.85	0.95
DISPLACEMENT (TONS)	9.5	22	35
RECOMMENDED POWER (HP) X 2	350	700	1000
SPEED (KNOTS)	UP TO 33	UP TO 33	UP TO 35
PROPULSION SYSTEM	STERN DRIVE/FIXED PITCH	FIXED PITCH	FIXED PITCH
FUEL TANKS CAPACITY (LTRS.)	600-1000	1500-2500	2000-3500
AIR CONDITIONING	OPTIONAL AVAILABILITY	AVAILABLE	AVAILABLE
BILGE SYSTEM	INDEPENDENT	INDEPENDENT	INDEPENDENT
CLASSIFICATION (OPTIONAL)	B.V.G.L, DNV	B.V.G.L, DNV	B.V.G.L, DNV

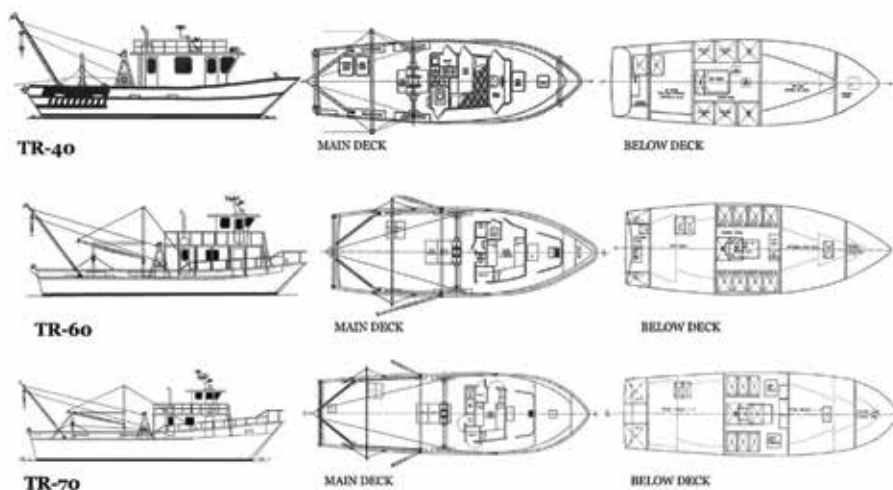




[www.riviera.ae](http://www.riviera.ae)

## SPECIFICATIONS

PARTICULARS	TR-40	TR-60	TR-70
L. O. A (M)	13.8	17.5	21.8
L. W. L (M)	10.3	14.6	18.1
BEAM (M)	4.1	5.9	6.4
DRAFT (M)	1.17	1.85	2
DISPLACEMENT (TONS)	20	30	80
RECOMMENDED POWER (HP) X 2	250	500	600
SPEED (KNOTS)	UP TO 12	UP TO 14	14-OCT
PROPULSION SYSTEM	FIXED PITCH	FIXED PITCH	FIXED PITCH
FUEL TANKS CAPACITY (LTRS.)	1500-3000	3000-5000	3500-6000
AIR CONDITIONING	OPTIONAL AVAILABILITY	OPTIONAL AVAILABILITY	OPTIONAL AVAILABILITY
BILGE SYSTEM	INDEPENDENT	INDEPENDENT	INDEPENDENT
FISH HOLD CAPACITY (M3)	15	35	90

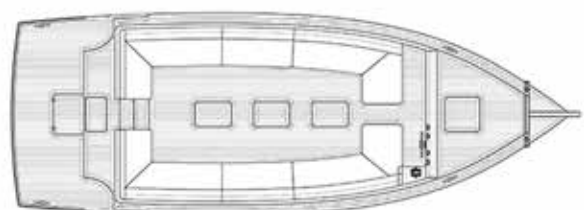
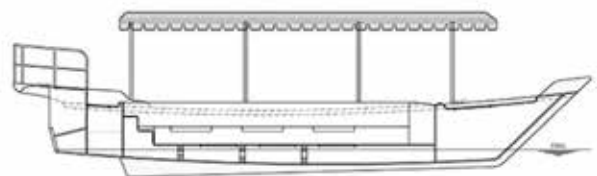
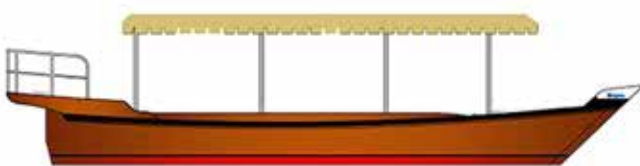




## SPECIFICATIONS

L. O. A	10.00 M
L. W. L	8.53 M
BEAM (MLD)	3.84 M
DESIGN DRAFT	0.60 M

[www.riviera.ae](http://www.riviera.ae)

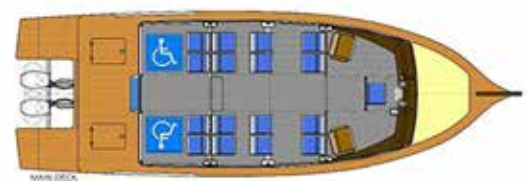
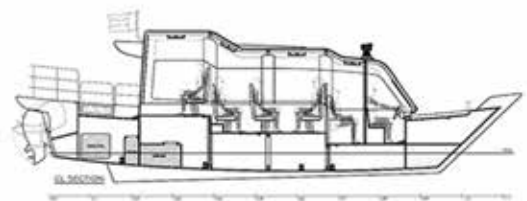




## SPECIFICATIONS

L. O. A	10.00 M
L. W. L	8.53 M
BEAM (MLD)	3.84 M
DESIGN DRAFT	0.60 M

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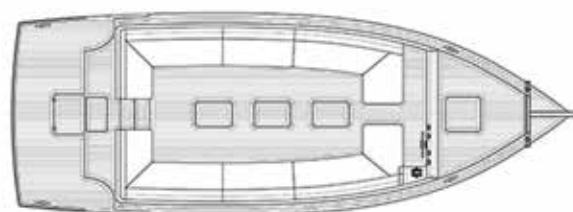
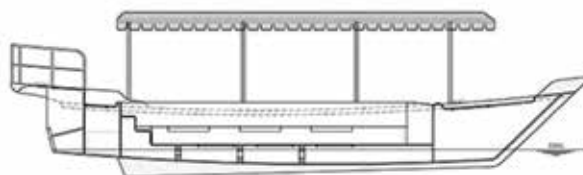
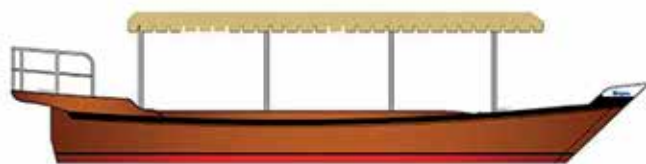




## SPECIFICATIONS

L. O. A	10.00 M
L. W. L	8.53 M
BEAM (MLD)	3.84 M
DESIGN DRAFT	0.60 M

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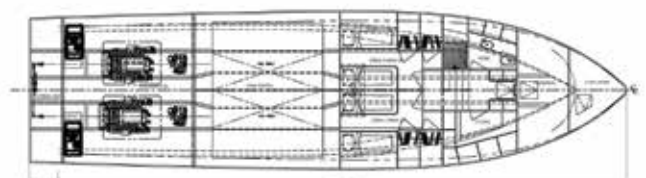
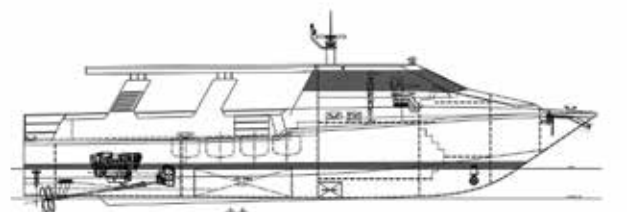
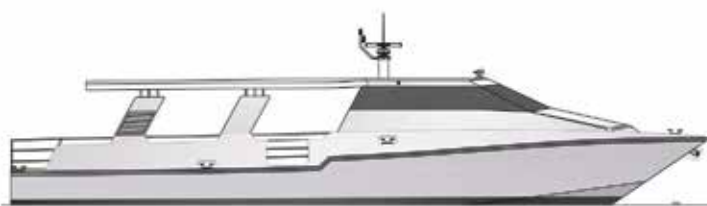




## SPECIFICATIONS

L. O. A	20.75 M
L. W. L	17.71 M
BEAM (MOULDED)	5.50 M
DISPLACEMENT	50.00 TONS (APPROX.)
MAXIMUM SPEED	32 KNOTS @ HALF LOAD CONDITION
FUEL TANKS	10,000 LTRS.
WATER TANKS	800 LTRS.
BAIT HOLD CAPACITY	6,184 LTRS. TOTAL

[www.riviera.ae](http://www.riviera.ae)

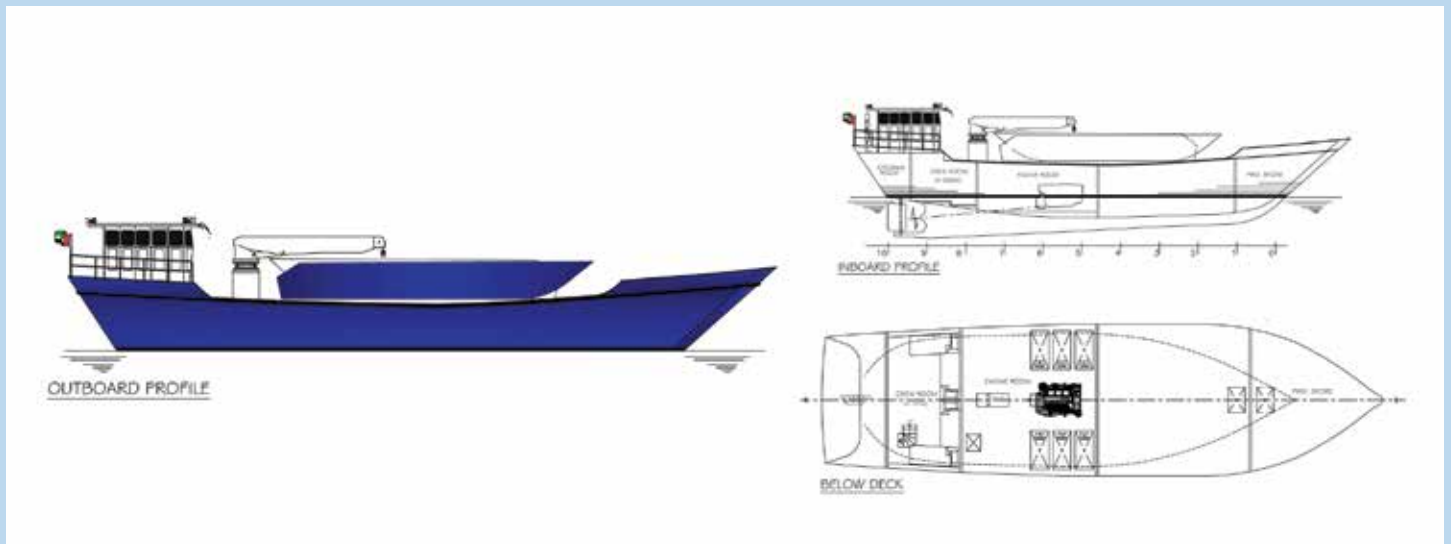




## SPECIFICATIONS

L. O. A	23.30 M
L. W. L	18.60 M
BEAM (MOULDED)	6.40 M
DISPLACEMENT	30.00 TONS (APPROX.)
MAXIMUM SPEED	12 KNOTS
FUEL TANKS	6000 LTRS.
WATER TANKS	2000 LTRS.

[www.riviera.ae](http://www.riviera.ae)



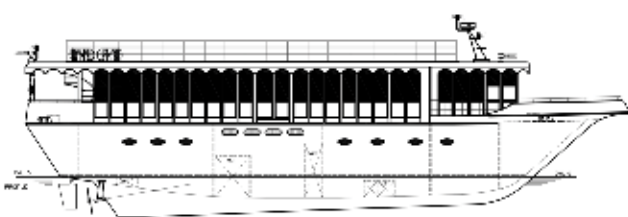




## SPECIFICATIONS

L. O. A (M)	27.80
L. W. L (M)	21.00
BEAM (M)	6.54
DEPTH (M)	3.40
DRAFT – AT MIDSHIP (LIGHT) (M)	1.75
DRAFT – AT MIDSHIP (LOADED)(M)	1.90
DISPLACEMENT (FULL LOAD)	50 TONS (APPROX.)
MAXIMUM SPEED	12 KNOTS
FUEL TANKS	6000 LTRS.
WATER TANKS	3000 LTRS.

[www.riviera.ae](http://www.riviera.ae)



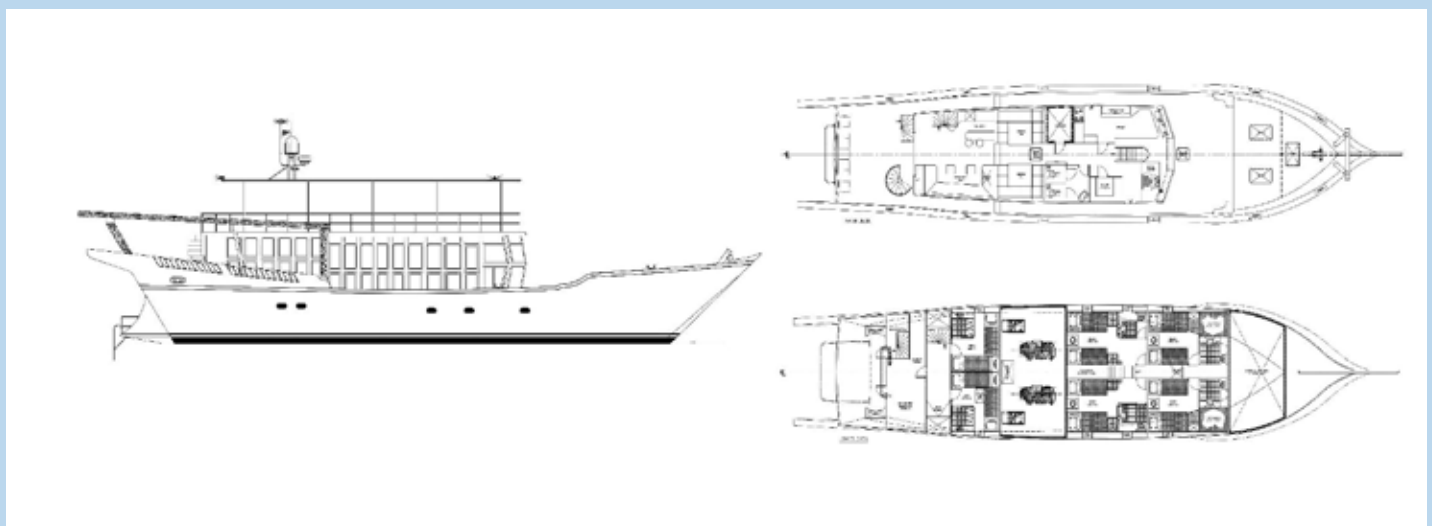
# 85FT PLEASURE DHOW



## SPECIFICATIONS

L. O. A	31.00 M
L. W. L	21.00 M
BEAM (MOULDED)	6.20 M
DISPLACEMENT	90.00 TONS (APPROX.)
MAXIMUM SPEED	12 KNOTS
FUEL TANKS	6000 LTRS.
WATER TANKS	3000 LTRS.

[www.riviera.ae](http://www.riviera.ae)

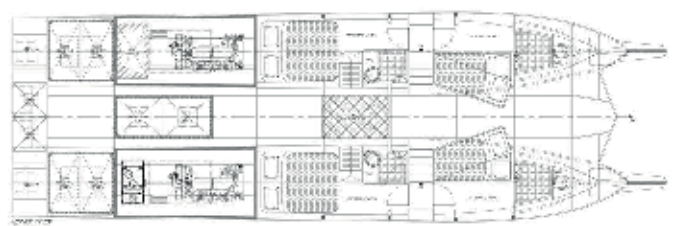




## SPECIFICATIONS

L. O. A (M)	16.0
L. W. L (M)	13.73
BEAM (M)	5.42
DEPTH (M)	3.40
DRAFT – AT MIDSHIP (LOADED)(M)	1.40
DISPLACEMENT (FULL LOAD)	27 TONS (APPROX.)
MAXIMUM SPEED	25 KNOTS
FUEL TANKS	3000 LTRS.
WATER TANKS	700 LTRS.

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# Material Evaluation for Small Crafts

(Especially Pilot Boats and Fast Patrol Boats of length less than 25 m and a displacement below 35 ft.)

*This* evaluation considers only the suitability of mild steel, aluminium alloy and GRP as hull material for pilot boats and small fast patrol boats operating in the Arabic Gulf and adjacent waters.

**Strength:** Although steel has about double tensile and shear strength than normal GRP structures this advantage of steel can't be exploited due to the fact, that for blister resistance of steel panels the thickness of steel plates have to be about 3-4 mm taking into account also a rust increase of thickness as corrosion reserve. AL is in the strength values at about the same level as GRP. As far as structural strength is concerned the respective hull materials are equally suitable.

**Weight:** For crafts upto 20 m length the hull weight of GRP structures is considerably less than steel structures and again similar to AL.

**Corrosion: Significant advantages of GRP:** GRP has no electrochemical corrosion with adjacent metallic material. Steel has to be carefully protected against rust (more regular maintenance). As far as hull maintenance is concerned many positive points in favour of GRP.

**Repair:** The envisaged materials are easy to be repaired. Welding of steel and AL is without any problem, while requirement for machinery such as welding machines is necessary to carry out the repairs as well as qualified personnel to perform welding and denting. GRP repair can be carried out by any GRP manufacturer, as well as training of the maintenance crew of the boat to carry out such repairs with custom tool without requirement for specialised machinery is quite easy solution for the GRP repair.

**Impact and fire Resistance:** In this aspect the high elasticity and deformation properties of steel in case of heavy collision have to be considered as an advantage, on the other hand the GRP structures withstands less severe collision and impacts without any damage while for the same impact steel structures are deformed. As far as fire hazard is concerned Steel vessels have advantages but this advantage cannot be seriously considered specially when considering the very small probability of such an event taking place, this fact is reflected clearly in considerable numbers of small fire fighting vessels have been built recently in GRP in different parts of the worlds proving that fire hazard is not a problem for GRP vessels.

**Building Costs:** As far as cost aspects are concerned

building of GRP craft up to 20m length is the most economical material as soon as a series production of the vessels hull is possible.

**Performance:** The steel and GRP crafts are equally suitable in performance wise, on the other hand when considering the weight savings of GRP boats in comparison to mild steel have also some other very favourable side effects for the operation of the boat.

- Less weight means less power demand for the same speed.

A pilot boat of the same dimensions and same performance needs about 25% less power to reach 30km and that means that instead of 2 x 850 Kw, 2 x 600 Kw are sufficient to operate the boat above 30 Kn.

Since the engines are of less power they are far lighter, the whole impact on the system is really snow balling.

- Lighter boat needs less power.
- Less power means lighter engines
- Lighter engines need less fuel.
- Less fuel saves costs and weight

Finally one has more reserves in cost, maintenance and operation time.

**Conclusion:** All materials are suitable with advantages for GRP as far as durability, maintenance, handling, weight and costs are concerned. For the local conditions in the Arabic Gulf and adjacent waters all aspects favour GRP due to the following reasons.

- Maintenance and repair are easier to be conducted due to local manufacturers.
- Price of GRP boats is better than those of mild steel.
- Local supplier can be within few hours at the operators site.
- Boats are of proven design.
- A high number of pilot boats of GRP are being run in different ports in the region successfully.

Fig. 48 Comparative impact resistance

Material	Thick-ness mm	Weight g/m <sup>2</sup>	Impact energy 4
18 s.w.g. mild steel	1.3	9800	No damage
14 s.w.g. aluminium	2.0	5400	Small dent
Asbestos cement sheet	6.3	10700	Fractured
Hardboard	3.2	3400	No damage slight marking
FRP*			
2 layers -2:1 450 g. m <sup>2</sup>	1.9	2700	No damage
2 layers -3:1 600 g/m <sup>2</sup>	3.6	4900	Slight crazing

\*Laminate - Fibreglass "E" glass chopped strand mat with general purpose resin

Fig. 50 Thickness for equal resistance to bending

	Steel	Aluminium	Chopped strand mat laminate		
			25% glass 3/1	33% glass 2/1	50% glass 1/1
Modulus GN/m <sup>2</sup>	210	68	6.2	8.3	12.4
Weight of CSM g/m <sup>2</sup>			850	1050	1650
Thickness mm	0.8	1.1	2.5	2.3	2
Weight of CSM g/m <sup>2</sup>			1050	1350	2000
Thickness mm	1.0	1.4	3.2	2.9	2.9
Weight of CSM g/m <sup>2</sup>			1350	1700	2500
Thickness mm	1.3	1.8	4.1	3.7	3.3
Weight of CSM g/m <sup>2</sup>			1700	2250	3200
Thickness mm	1.6	2.3	5.2	4.7	4.2
Weight comparison	1.0	0.5	0.67	0.65	0.66





# CERTIFICATIONS



BSCIC ISO 14001:2018



BSCIC ISO 14001:2015



TUV ISO 20 :900115



SHOP APPROVAL

# Riviera

PO Box 41854, Hamriyah Free Zone  
Sharjah, United Arab Emirates  
Tel: +971 6 5260555, Fax: +971 6 5260055  
Email: [info@riviera.ae](mailto:info@riviera.ae)  
[www.riviera.ae](http://www.riviera.ae)

