The Riva Aquarama came on the market in 1963 as a further development of the twin-engined Tritone. The Riva is the latest version of a long and tradition-filled line of mahogany speedboats.

Riva Aquarama 1965
Scale 1/6

Construction

Structure CNC-cut truss kit from Modellbautechnik Kuhlmann

WEST SYSTEM brand epoxy Epifanes Polyurethane varnish Epifanes

Polyurethane paint Permakote epoxy PERMAKOTE G/flex 655-K Thickened epoxy

Mahogany veneer and planks, cut to 8X1.5 mm strips.

Birch wood planks and veneer

Fittings from exclusiv-shipmodel-shop

Brass plate 1.5 mm for windscreen and muzzle fabrication, 2.4 mm brass strips for sides and 2 mm strips for attaching leatherette.

Silver brazing

0.8 X 16 mm stainless steel self-tapping screws

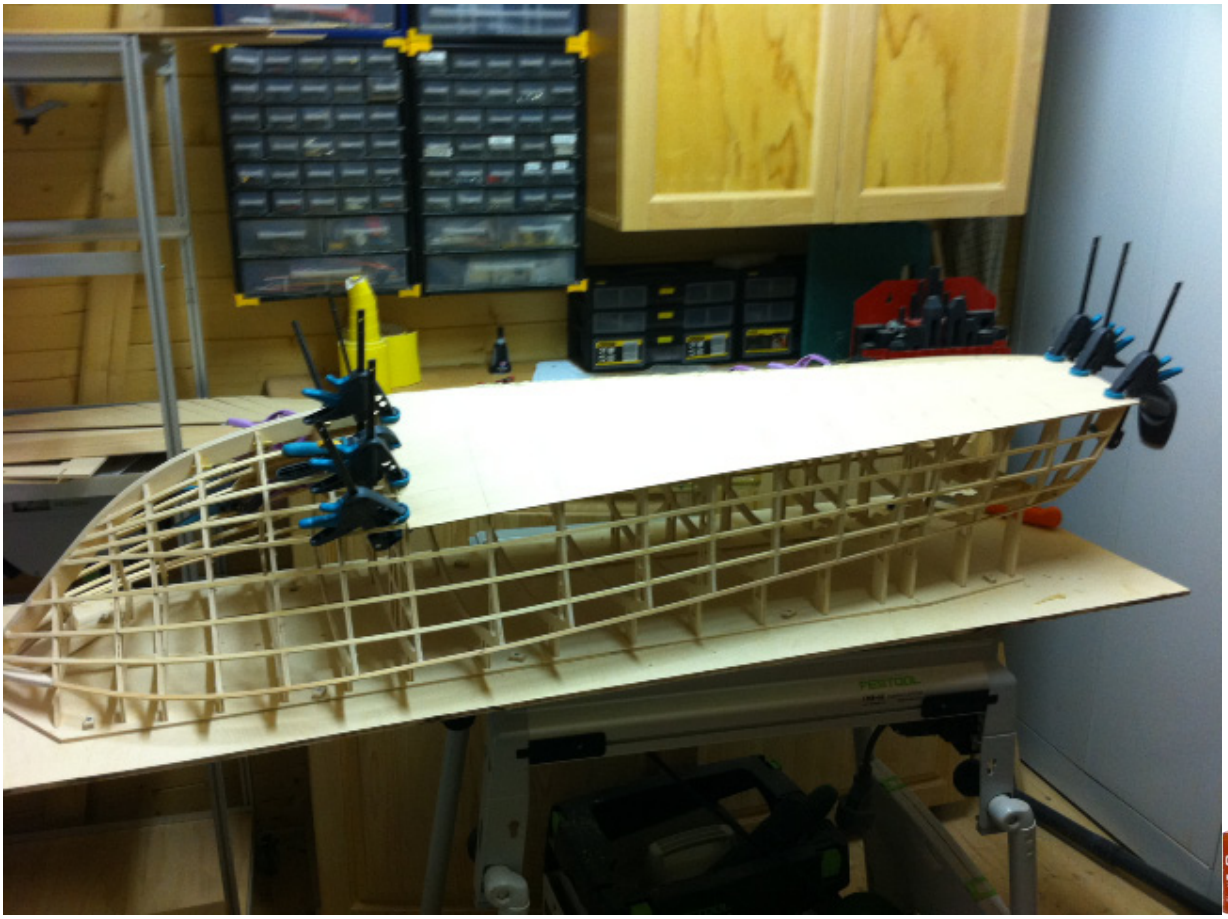
Artificial leather for covering seats, cushions etc.

Motors LMT Lehner 2240 with air and water cooling

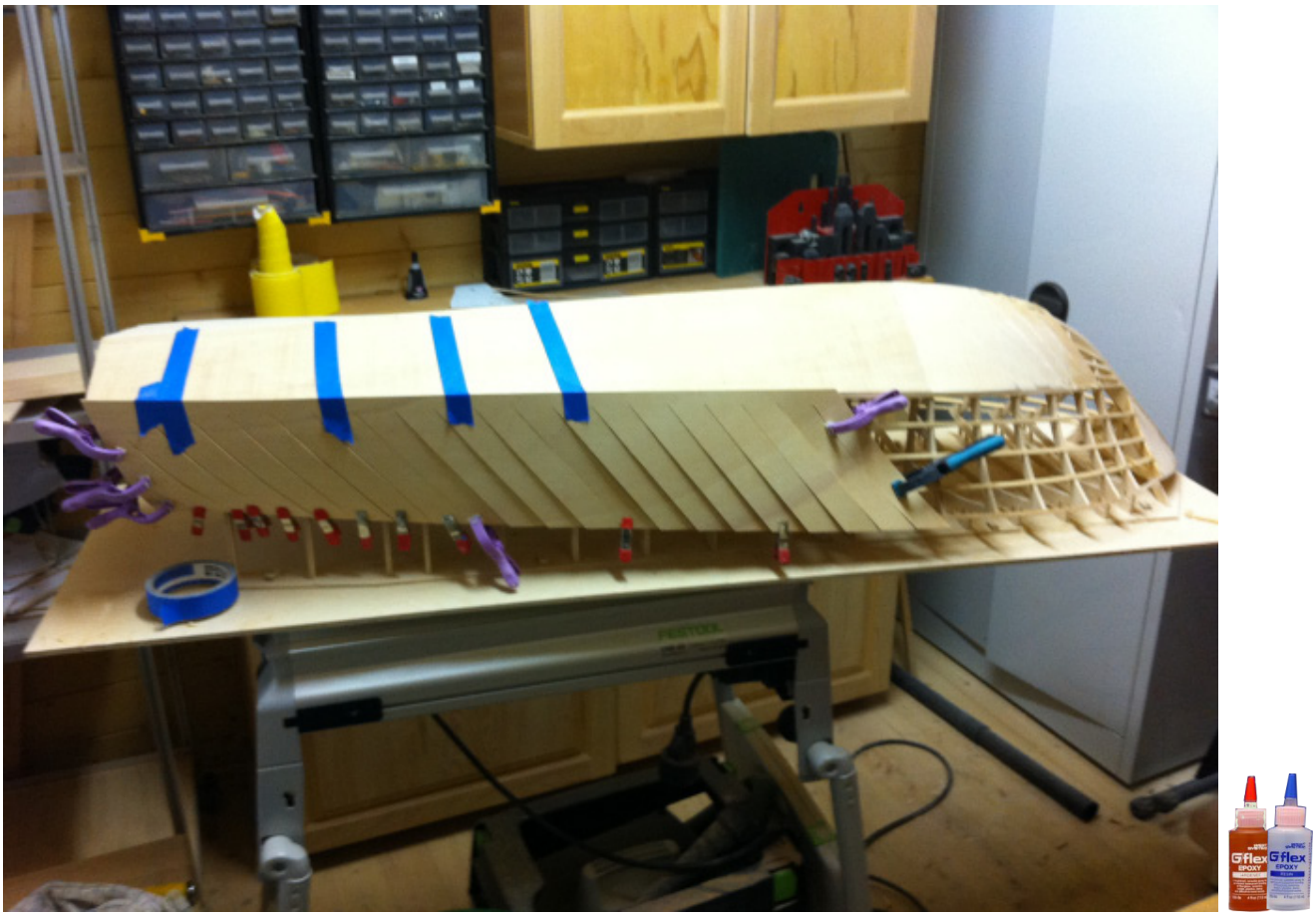
Thanks to HF marine for professional and good advice on the choice of glue, paint and varnish

With a CNC-cut frame set from Modellbautechnik, it is easy and quick to get started, the accompanying guide template has been screwed onto a plywood sheet

Frames fully assembled with G/flex 655-K Thickened epoxy, learned from experience with previous model where I used UHU hard for gluing, with the result that there were shields in mahogany, all gluing is done with epoxy

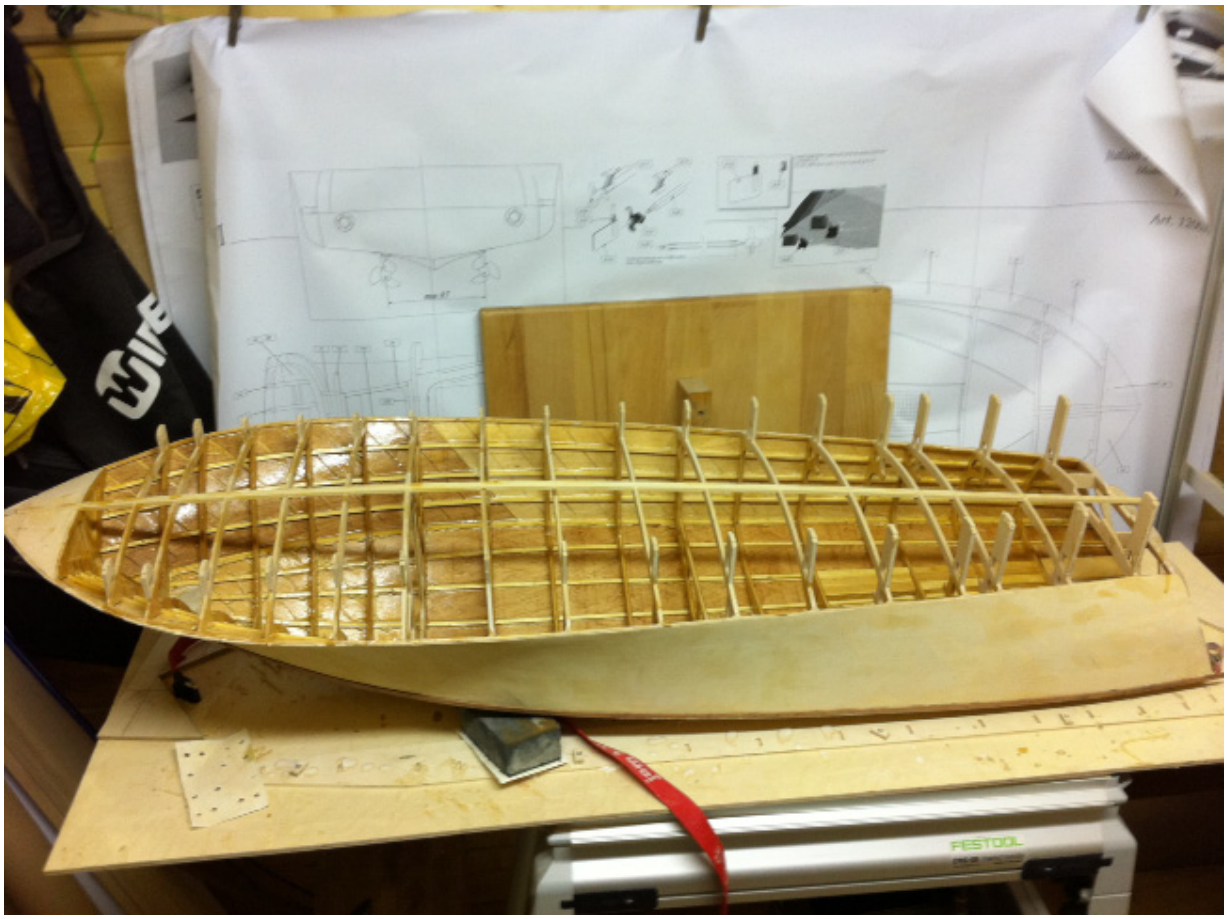


Bottom covered with 1.2 mm birch veneer glued with G/flex 655-K Thickened epoxy.



Adaptation of side fairing that is slotted open to more easily make it follow the lines of the hull

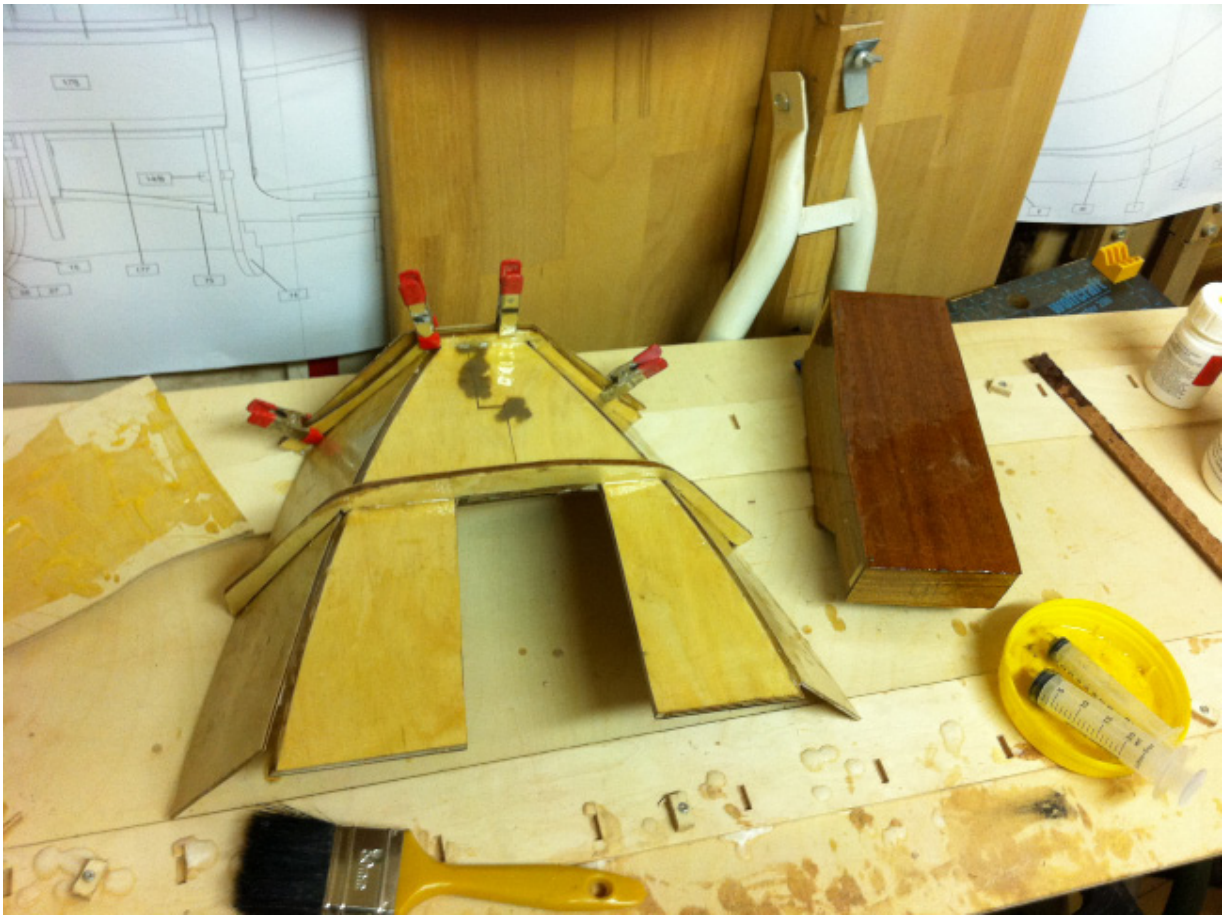
Bottom and sides finished and filled for the first time.



All internal surfaces are treated with Epoxy

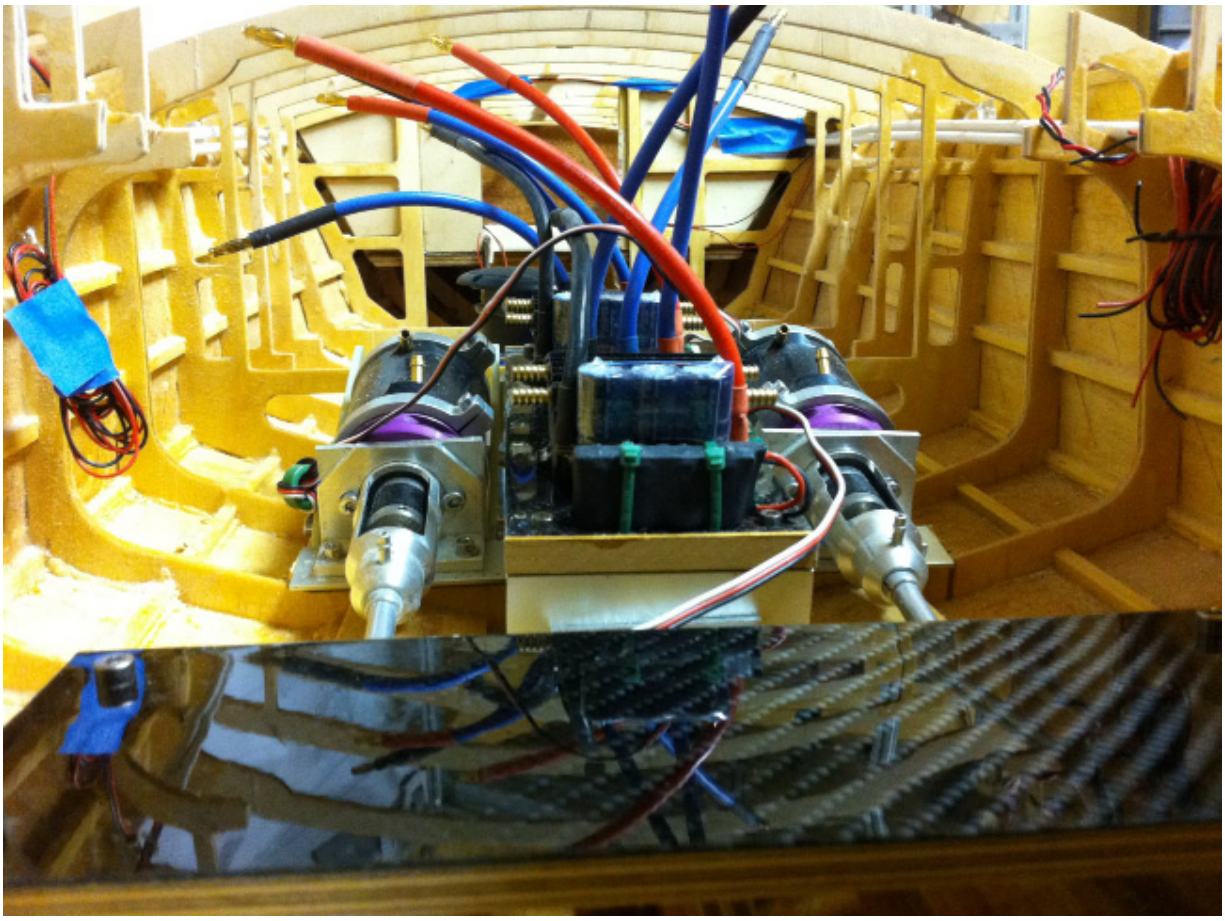
Cladding with mahogany moldings, masking tape is used to prevent “press blocks” from being glued to mahogany moldings. Epoxy of the WEST SYSTEM brand is used for gluing.

Sides and front of boat now covered with mahogany moldings.



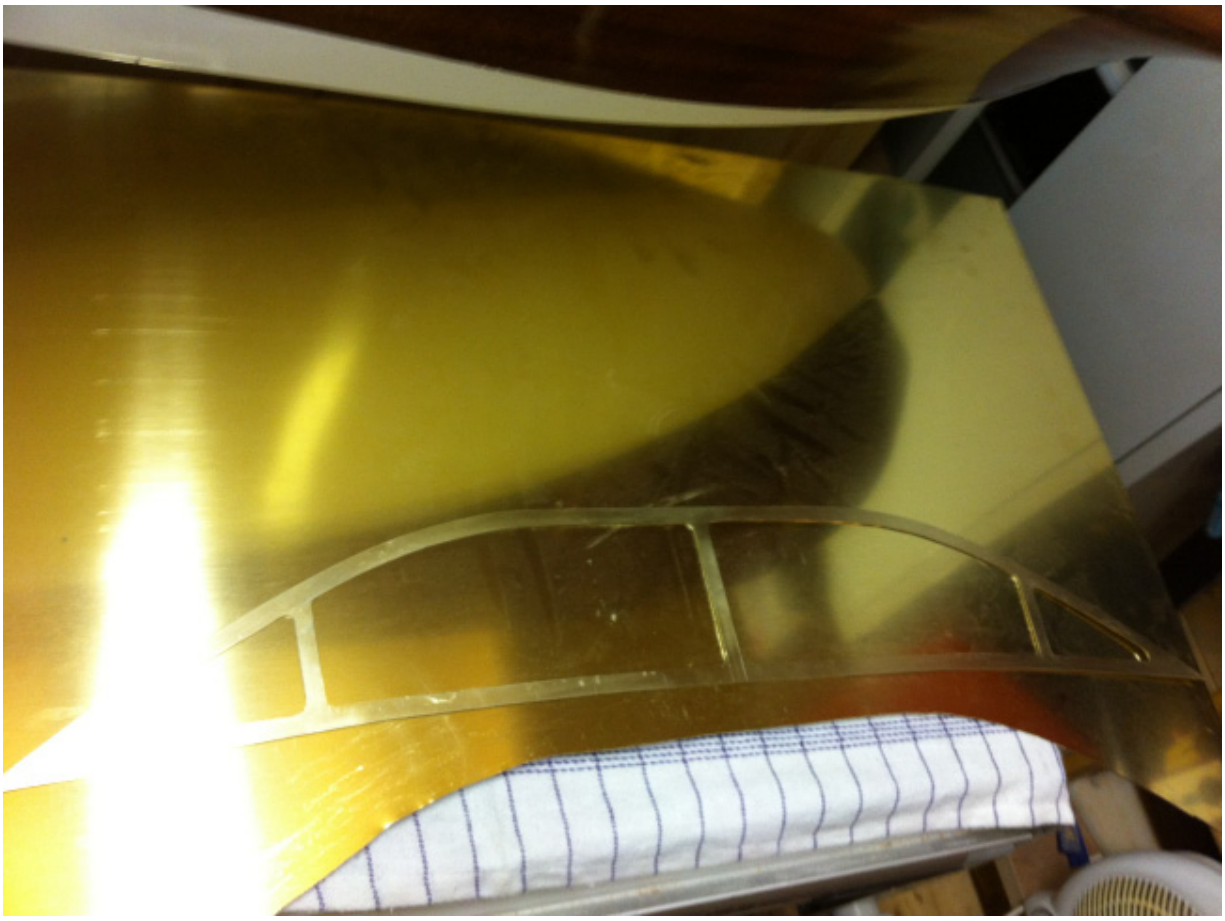
Cushion panels and sides in the cabin and bottom are treated with epoxy on the surfaces that cannot be seen after installation.

Cushion plates and sides in the cabin are installed after treatment with epoxy PERMAKOTE, the loose cushions and grate at the bottom are removed before further work.

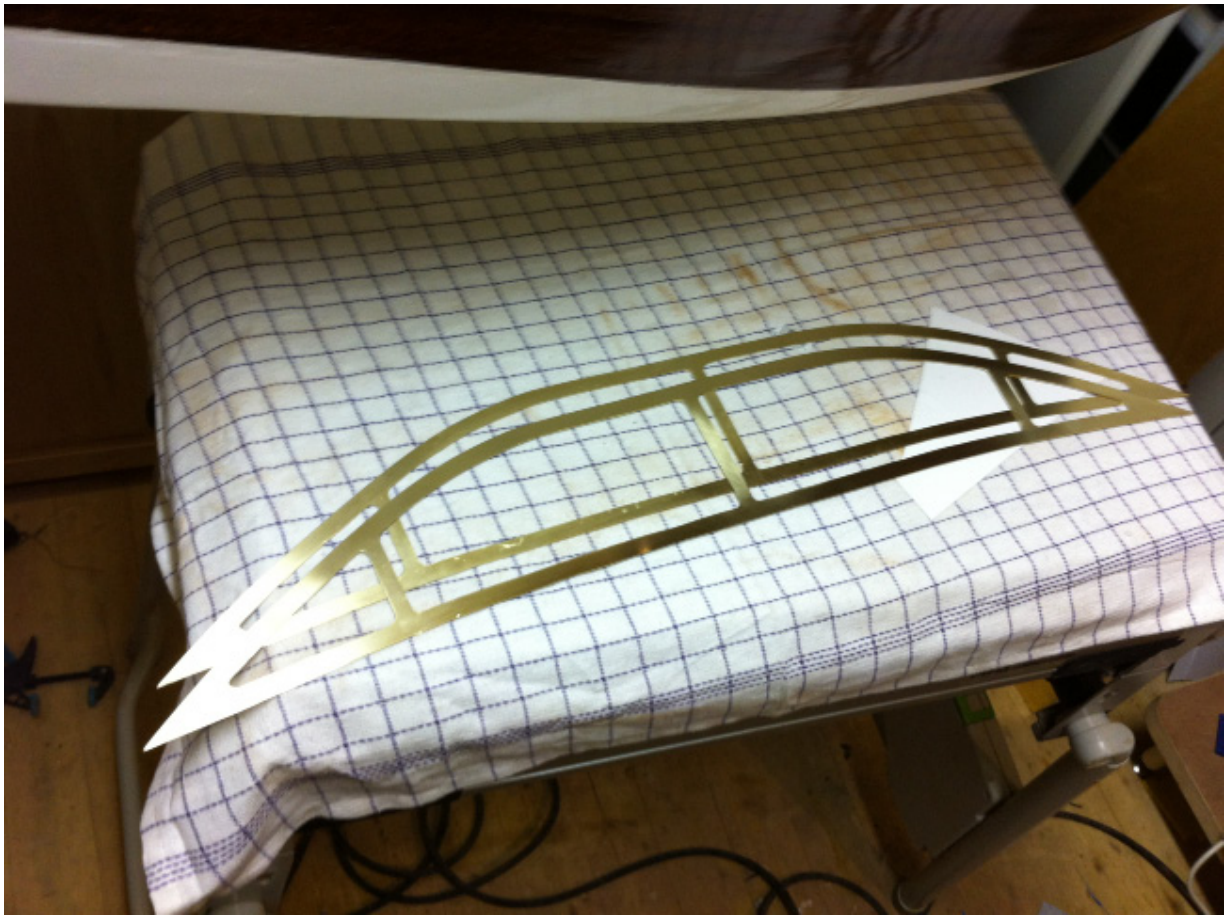


Stern tube mounted, plate between motors and plate for mounting servo etc. is treated with carbon fiber fabric and epoxy PERMAKOTE.

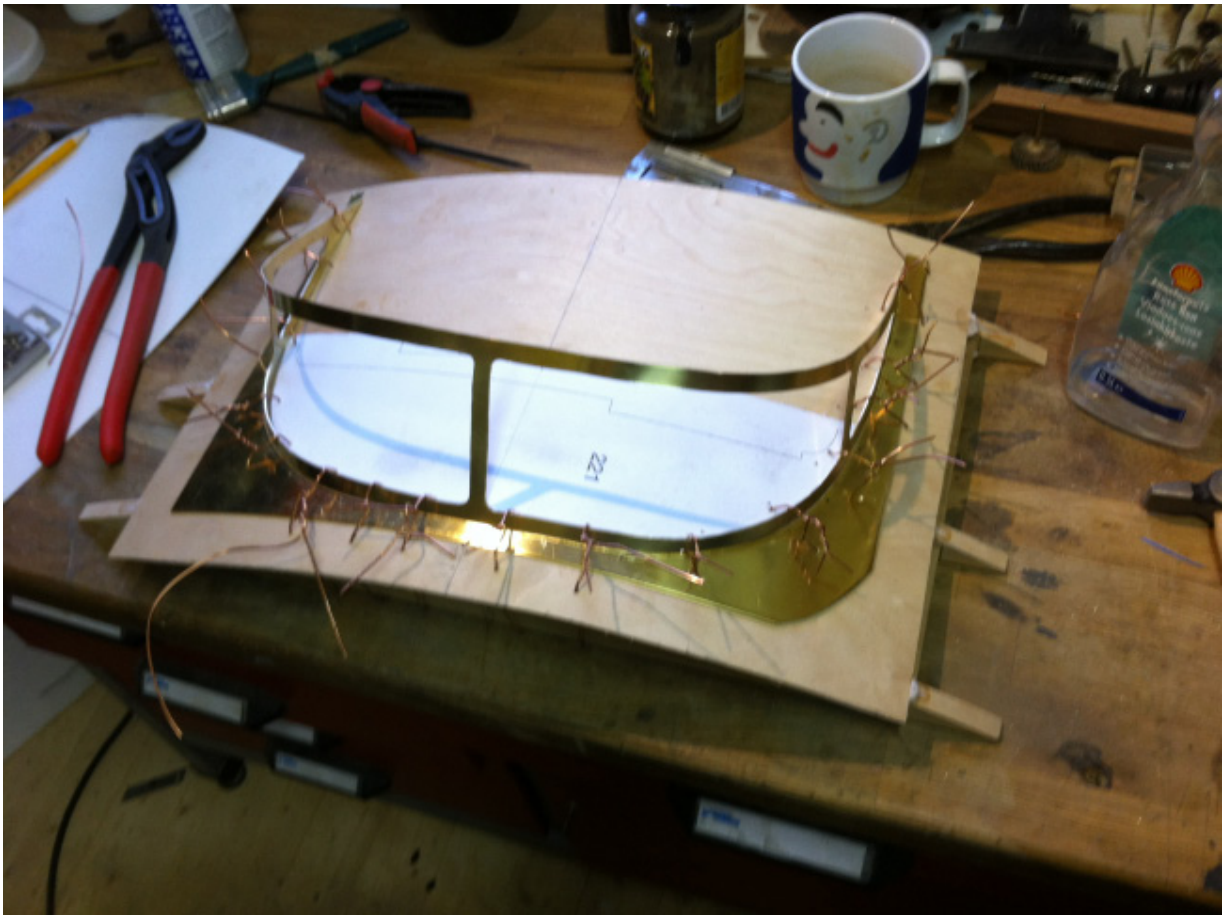
Boat deck etc fitted and the boat has had the first 4 coats of varnish.



Before sanding, the lacquer must harden for 8 days, so there is plenty of time for other details, here is the first part cut out of what will become the windshield.



The frame for the windscreen has been cut out and, as can be seen at the top of the picture, the bottom of the boat has received the first layers of bottom paint.



A template of the curvature of the boat deck is needed to get the windshield to fit correctly.

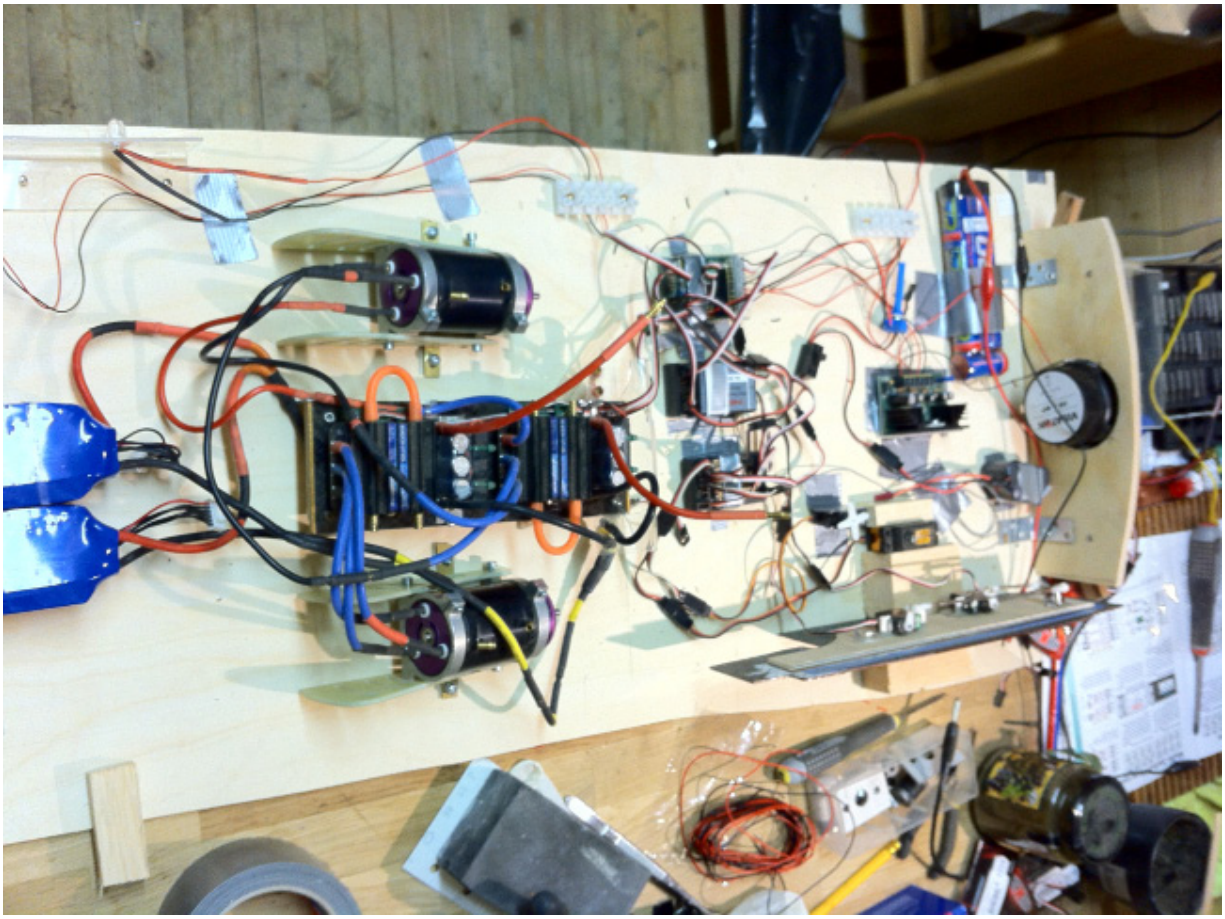
Bottom is now finished painted with Epifanes Polyurethane paint.

The next several layers of varnish are sprayed on, to avoid dust in the varnish, the boat is varnished in a “greenhouse”

Boat and consoles for seats and dashboard have had the first 8 layers of varnish, then only 18 more layers are needed.

Test fitting of instruments, openings in the sides are for servos to control the steering wheel and throttle movements, the deck is clad with oak and birch strips.

Painted surfaces are sanded for the 5th time and the tail plate, nose and side moldings are mounted and adjusted before chrome plating.

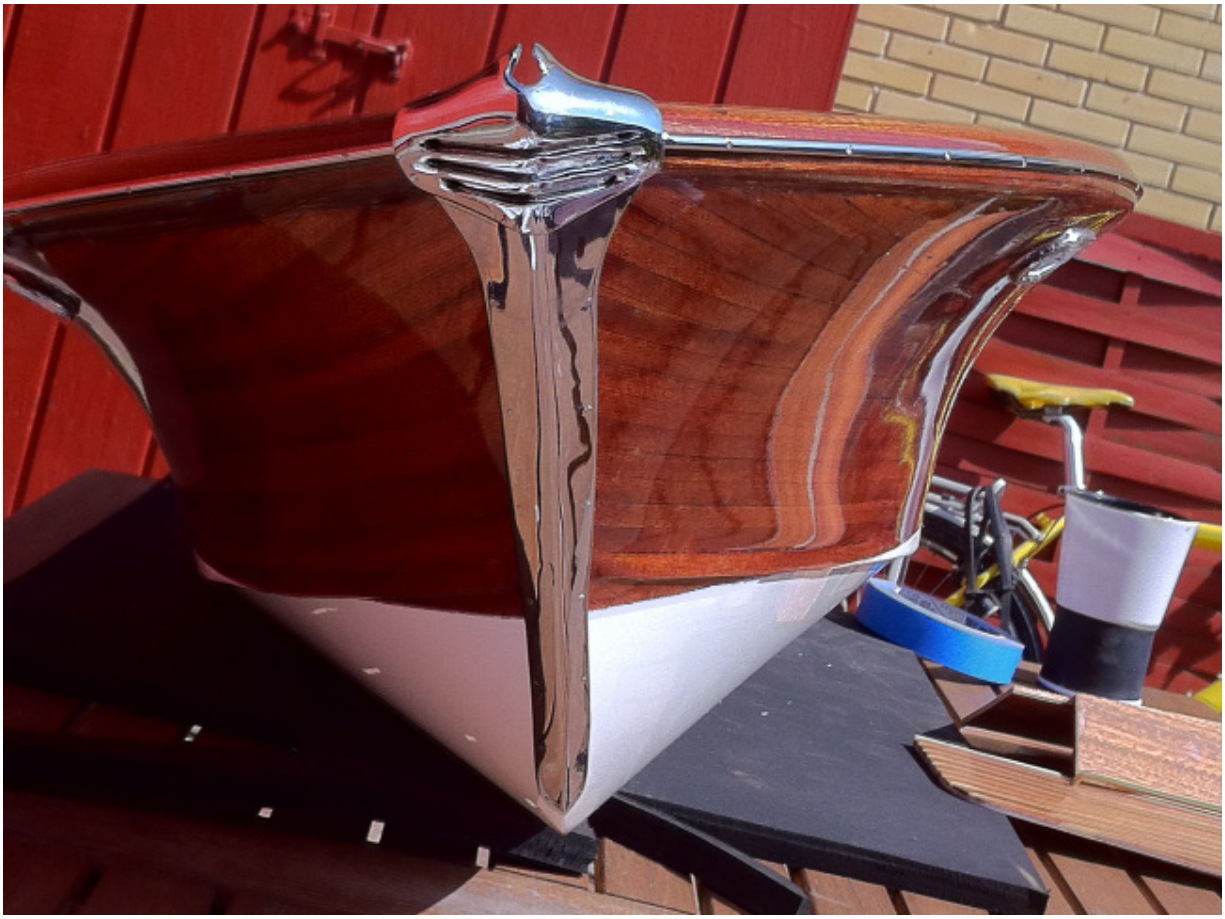


Test setup of motors, RC receiver, servo, sound module and speaker.

Test of light in instruments, right and throttle, mounted on mahogany side plate which is treated with epoxy PERMAKOTE on both sides.

Paint work is now complete, 26 layers of paint give an unusually nice surface, instruments and steering wheel mounted.

Before mounting fittings and covering edges etc. with artificial leather, the electronics are mounted and tested.



Assembly of the many custom-made brass parts that have subsequently been chrome-plated starts with the tail plate, nose and side moldings.

The boat is now ready for test sailing, after 1600 hours of work and 26 layers of paint, we are not interested in scratches in the paint, therefore fender in scale 1/6 is used.

Docking carefully, lights in instruments and navigation are switched on.

The boat behaves as desired and sits perfectly in the water.

Just like the real Riva Aquarama, the boat is level and stable.

After a “quick trip on the water”, both driver and passenger have moved back a little in their seats.