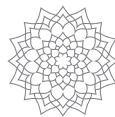


CENTURION

M A G A Z I N E

FALL | WINTER 2018



SHAMIN ABAS

ULTRA-LUXURY BRAND MARKETING
& BUSINESS DEVELOPMENT

A

A YACHT OWNER ONCE told me that keeping a boat—more than having multiple houses or even owning a plane—is such an expensive and complicated undertaking that you have to be a little bit crazy to do it. Being crazy in love just might be the theme of this issue of *CENTURION*. For the yacht-obsessed among you, we've got the latest in awe-inspiring design and innovation (page 52). Superfans of rare spirits can find several five- and six-figure bottles worth hunting down (page 30). And if fashion elevated to the level of art makes your heart swoon (or someone's heart you know well), our shoot of the season's couture collections will incite plenty of desire (page 72).

My favorite story in the issue is about a more sustained, lifelong kind of devotion. Tom and Steuart Walton, grandsons of Sam, have put tremendous effort, along with significant capital, into their two passions: hiking and Bentonville, Arkansas (page 80). By buying the cycling apparel brand Rapha, bringing a high-profile rally to their hometown, and building miles of bike trails there, they are contributing not only to the popularity of the sport but to an entire economy. It's a simple philosophy: Do what makes you happy, and then share the love.



Jeffries Blackerby, Editor in Chief

14

CENTURION



From left: The Riva 56' Rivale, a yacht from the revered Italian boat maker (page 52); behind the scenes at a Dolce & Gabbana Alta Sartoria show (page 17); a back road on the Rapha Prestige ride out of Bentonville, Arkansas, home to Tom and Steuart Walton (page 80).

FROM LEFT: COURTESY RIVA; COURTESY DOLCE & GABBANA; ANDY BOKINEY

FALL | WINTER 2016



SHAMIN ABAS
ULTRA-LUXURY BRAND MARKETING
& BUSINESS DEVELOPMENT

Still Making Waves Italian boat maker Riva has branched out into superyachts—but it's the classic speedboat that thrills collectors.



Riva's 110-foot Dolce Vita yacht.
Below: Village of Aquarama moored in Portofino, Italy.

F

FEW NAMES CAN SEND the hearts of vintage-boat lovers racing quite like Riva, the storied Italian boat maker that traces its roots back 176 years to the town of Sarnico, on Lake Iseo. It was Carlo Riva, the company's leader during its golden era in the 1950s and '60s, who elevated Riva to a brand, like Ferrari or Porsche, so renowned for style that people want to wear its logo on a shirt or a hat.

When Carlo began designing, Riva was known for fast, sleek, wood-hulled powerboats. But he took aesthetic and technical refinements to another level, with prices to match. He created iconic models like the Tritone and the Florida, whose marriage of speed and elegance

made them favorites of counts and princesses and movie stars. In 1962, Carlo unveiled his masterpiece, the Aquarama. It had a mahogany hull, a wrap-around windshield, and a chrome stripe affixed with screws he insisted be hand-turned so that the Phillips heads formed perfect crosses. "The obsession of Carlo Riva was the details, always the details," says the company's historian, Ricardo Sassoli.

Production on the Aquarama ended in 1996, but Riva—which has been owned by the Ferretti Group since 2000—is still turning out exquisitely crafted speedboats, including the Rivamar, a dashing 39-foot museum piece that'll set you back at least \$1 million. Riva also makes big yachts, of course, such as the 110-foot Dolce Vita, whose sporty lines nod to Riva's heritage. Larger vessels are built in La Spezia, on Italy's western coast, but Riva's Lake Iseo shipyard continues to build models up to 66 feet. (Lucky clients get to visit Carlo's yachtlike



office, now on Italy's national register of historic places.)

Meanwhile, the Aquarama—only 784 of which were ever built—is among the most collectible of all vintage speedboats. After 30 perished in a 2000 fire at a Swiss shipyard, prices more than tripled, according to Sassoli, with good-condition examples now fetching upwards of \$250,000. All of which seems to validate Carlo Riva's defense of his exacting, expensive standards. "Yes, it costs more," said the designer, who died in 2017. "But in the end you get it back." *riva-yacht.com—J.D.*

FALL | WINTER 2018



SHAMIN ABAS
ULTRA-LUXURY BRAND MARKETING
& BUSINESS DEVELOPMENT