



**PETREL GLOBAL SHIPS
& BOATS TRADING LLC**

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Riva 90' ARGO



"A journey with my 90' Argo"
Greek islands, Greece











































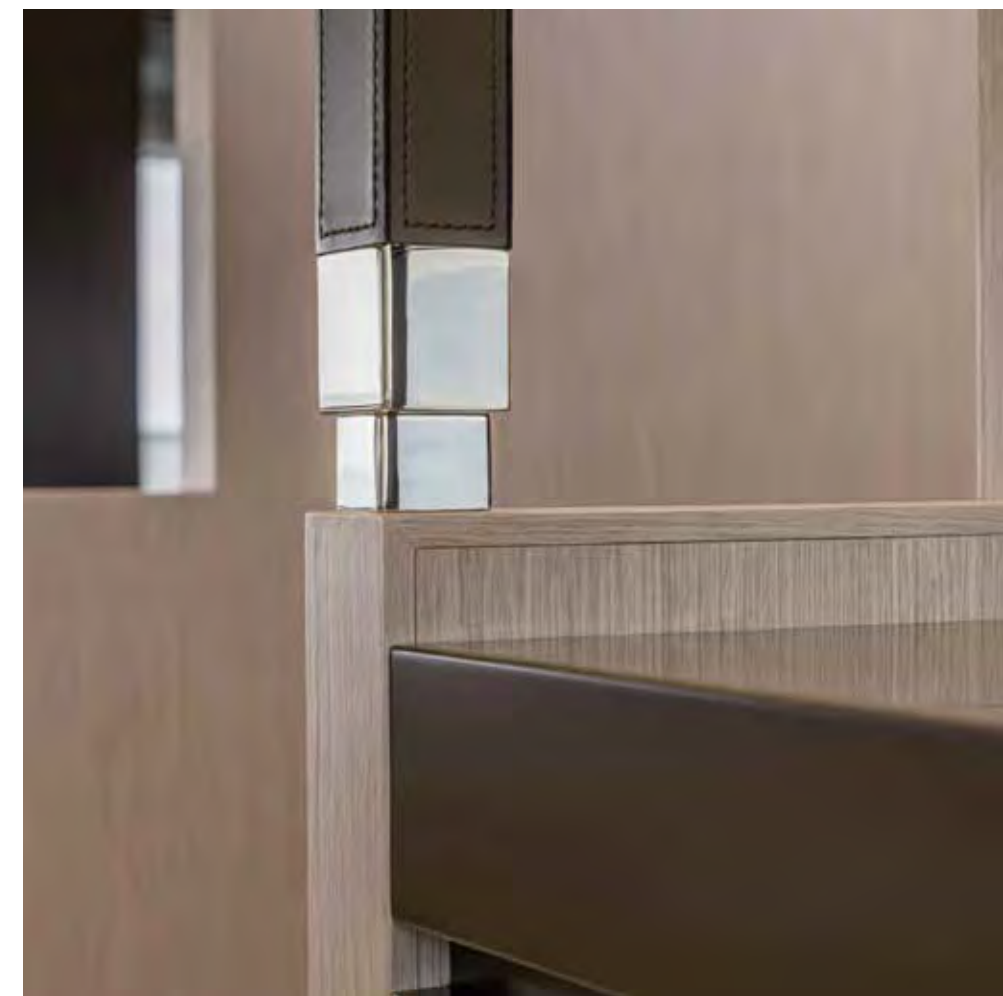
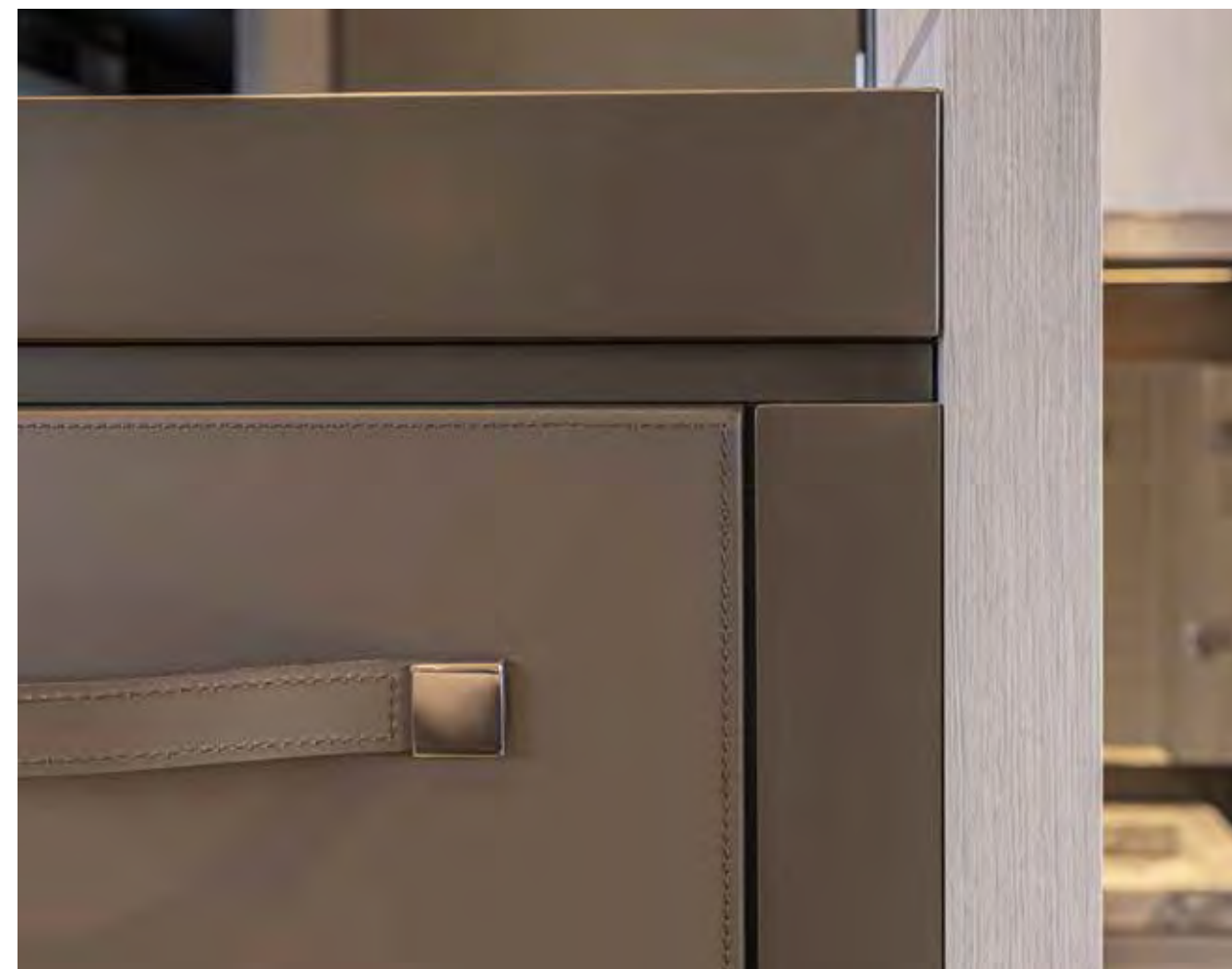






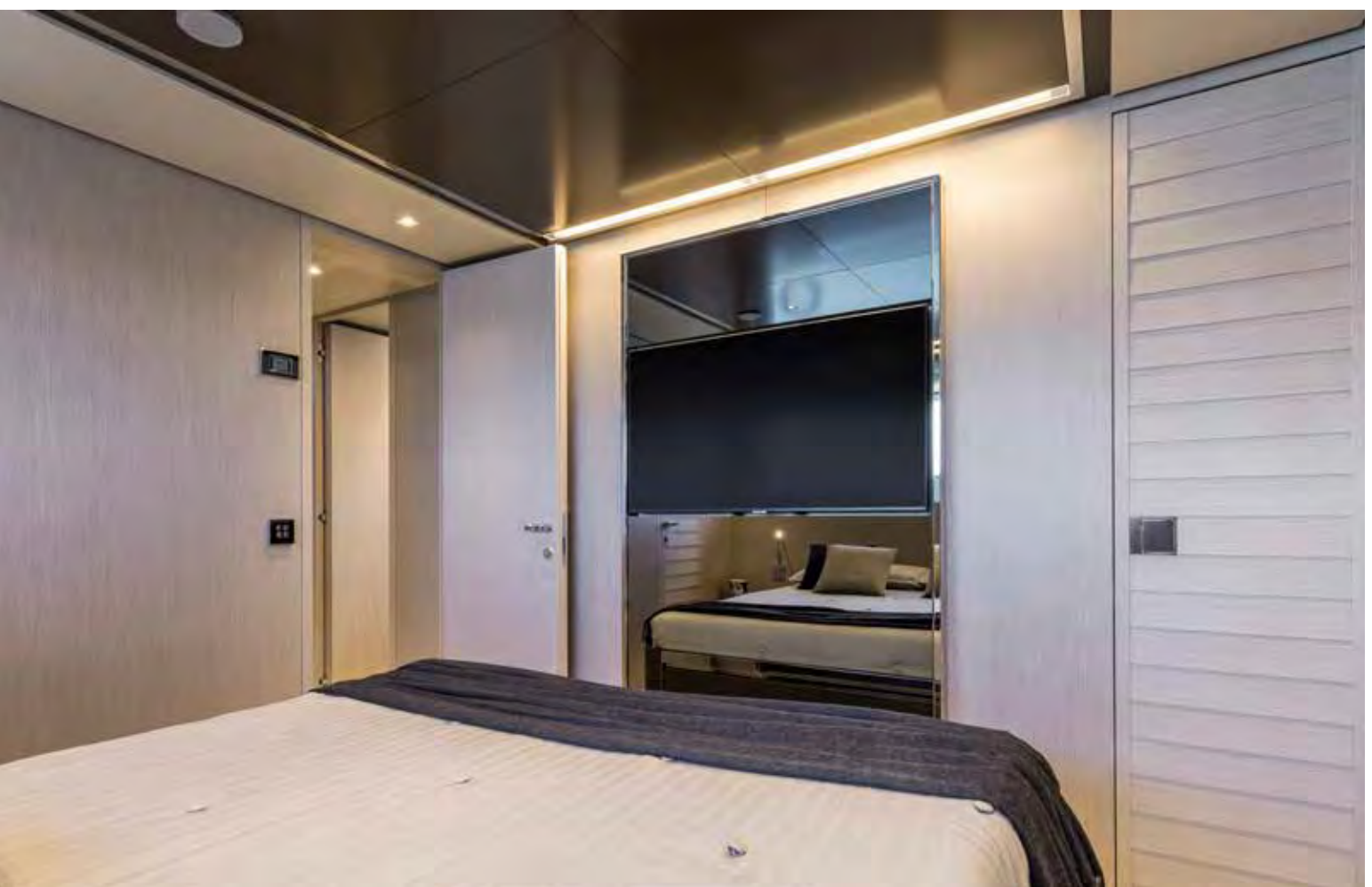


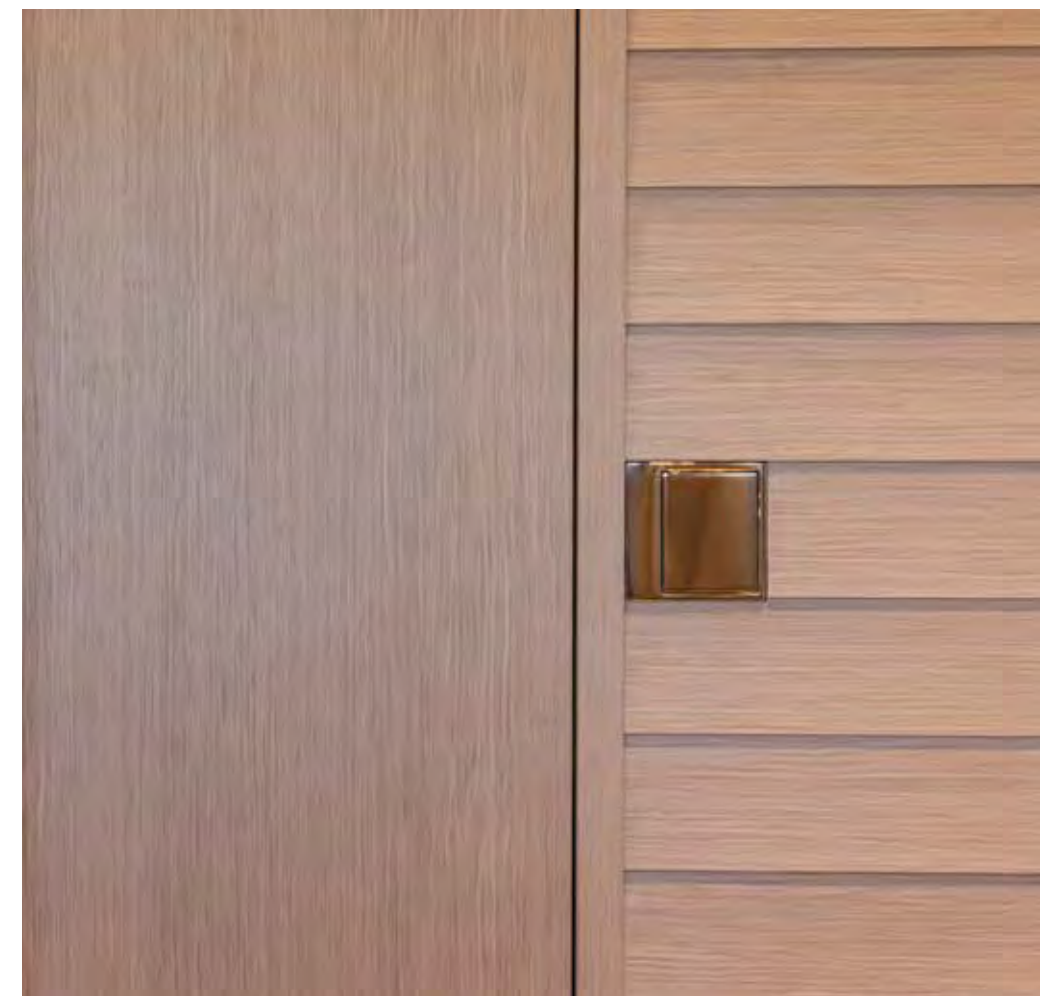














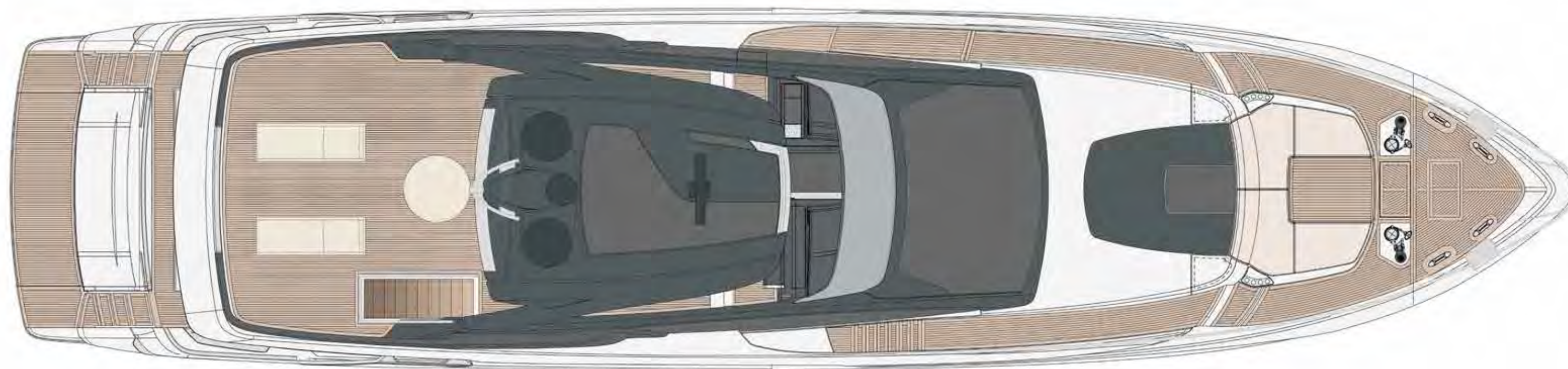








Profile



Flybridge

Standard version



Main deck



Lower deck

Optional version



Main deck



Lower deck



Preliminary

Motorization 2 x MTU 12V 2000 M96L power 1948 mhp / 1432 kW at 2450 rpm (std)
 2 x MTU 16V 2000 M84 power 2218 mhp / 1630 kW at 2450 rpm (opt)
 2 x MTU 16V 2000 M96 power 2435 mhp / 1790 kW at 2450 rpm (opt)

	MTU 1948	MTU 2218	MTU 2435
Speed Maximum speed	26 knots	28 knots	30 knots
Cruising speed.....	22 knots	24 knots	26 knots
Range Maximum speed	300 n.m.	275 n.m.	275 n.m.
prediction data Cruising speed.....	320 n.m.	300 n.m.	300 n.m.

Main sizes
 Loa = Overall length (standard ISO 8666) 28,49 m. - 93 ft. 6 in.
 Lh = Hull length (standard ISO 8666) 23,98m. - 78 ft. 8 in.
 Lwl = Waterline length (boat fully laden) 23,10 m. - 75 ft. 9 in.
 Maximum beam..... 6,50 m. - 21 ft. 4 in.
 Depth under propellers (boat fully laden) 2,15 m. - 7 ft. 1 in.
 Displacement unladen..... 85 t. - 187393 lbs.
 Displacement laden..... 98 t. - 216053 lbs.
 Maximum number of persons on board..... 20
 Design category Directive 2013/53/EU A
 Certification modules..... B + F + Aa (sound emission) RINA S.p.A.

Technical data Hull type: warped hull with spray rails and aft deadrise 12°
 H = Overall height from keel to rollbar 8,60m. - 28 ft. 3 in.
 Ht = Minimum transport height from keel 6,82m. - 22 ft. 5 in.
 P = pulpit + transom..... 4,51m. - 14 ft. 10 in.
 Fuel tanks capacity 8700 lt. - 2298 US gals.
 Water tanks capacity 1320 lt. - 349 US gals.

Performance The performance is estimated at the following conditions: standard version displacement of the yacht: at 1/3 liquid load, clean hull, 25°C air temperature good weather conditions, 6 persons on board
 specifications Overloading the yacht by: 1,2 t. - 2646 lbs.
 top speed decreases of 1 knot.



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