

Ferretti 810 RPH

Brief Summary

Italy is well known for fine food, fine wine and fast cars. Ferretti has been known for its fine craftsmanship and equally fast yachts, and this year’s 810 RPH continues in that tradition. It is a well appointed yacht with overnight accommodations for eight, plus three crew. Entertainment spaces abound both topside and inside.

Price

Base Price

Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.

Key Features

- Twin MTU 1522-hp 12 cylinder diesels
- 4000w auxiliary generator
- Hydraulic powered bow thruster
- Flybridge helm station and full interior helm station
- Stern docking station
- Four staterooms, master queen, guest queen, two staterooms with two single beds; all with separate full baths
- Crew quarters with separate access and separate full head
- Full size refrigerator/freezer, microwave/convection oven and stainless steel dishwasher in the galley
- Stacking washer and dryer in the crew compartment

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
650	9.1	7.9	3.6	2.51	2.19	4125	3587	70
1000	12.9	11.2	15.4	0.84	0.73	1374	1195	73
1250	15.5	13.5	28.3	0.55	0.48	899	781	69

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
1500	17.9	15.6	53.5	0.33	0.29	549	477	69
1750	23.9	20.7	84.8	0.28	0.24	461	401	72
2000	28.6	24.8	104.2	0.27	0.24	450	391	74
2250	33.3	29	150.2	0.22	0.19	364	316	76
2350	34	29.5	159.7	0.21	0.18	349	303	78

[View the test results in metric units](#)

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Specifications

Length Overall	81'4"
BEAM	19'8"
Dry Weight	118,629 lbs.
Tested Weight	
Draft	6'1"
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	15.5 deg.

Max Headroom	N/A
Bridge Clearance	20' 9"
Weight Capacity	
Person Capacity	
Fuel Capacity	1,823 gal.
Water Capacity	317 gal.
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	
Aft Deck	
Salon Inside Width	
Salon Fore & Aft	
Salon Height	
Salon Volume	
Galley Volume	
Master SR Width	

Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	N/A
0 to 20	
Ratio	2.7 : 1
Props	1067mm X 1356mm 5 blade NiBrAl by Rolla
Load	5 persons, 3/8 fuel, 3/4 water, min. gear
Climate	82 deg., 70% humid.; wind: 20-25 mph; seas: 6-8'

Ferretti 810 RPH

It isn't often we get the chance to test a big boat in both the calm and the rough water, but I recently had the privilege of testing a Ferretti 810 Raised Pilothouse yacht on the waters just offshore from Ft. Lauderdale's Quay. She handled with all the finesse and elegance of an Italian design in the calm waters for our helicopter shoot, and rose to the challenge of 6-8 foot seas during our testing runs the next day. While you didn't want to be topside, even on the flying bridge in these conditions, inside she felt smooth and delivered a good ride. This is an extended cruise yacht that can produce over 30 mph and cruise in the 20's, but I would enjoy the view and take it easy. Life is too short.

Specs

Critical measurements on the 810 are a LOA of 81'4" with a hull length of 78'8" and a waterline length of 70'1". Her beam width is 20'9" with a deadrise of 15.5 degrees. Draft requirements are 6'3". This beauty displaces 120,393 lbs. dry and has a full load displacement of 139,577 lbs. Fuel capacity on the 810 is

1,823 gallons and fresh water capacity is 317 gallons. Our test model had a Sea Recovery Aqua Whisper water maker, so even long cruises would not be limited by the fresh water requirements.

Our test model was powered by twin 1522-hp MTUs and power generation was by twin Kohler generators situated just aft of the engines.

Features

This grand Italian design has so many standard and optional features it is hard to decide which ones to tell you about in such a short space. Starting at the bow there are two Bruce anchors on windlasses. A huge sun pad fills the front spaces of the bow outside of the anchor system and walkways. The walkways to the bow are wide and have high safety rails for quickly moving about. Moving to the back, you enter a broad teak floored space for entertaining under the hardtop on the stern. This one was complete with a deep-colored wood table with extension that served a large crescent shaped bench. Behind the bench was a sink under a cover and close to the sliding door was a cabinet with ice maker and storage. The entrance to the swim platform was on the starboard side and it had a sliding post to separate the deck from the step down to the swim platform.

Through the hatch and forward is the helm station on the port side. It has an electric motor driven pivot for the instrumentation and an extra wide helm bench seat. Visibility was great from this station, but underway in the heavy seas, it would have been a very wet ride. A large wraparound seating area is to the starboard side of the helm station. Going aft, there is another super-sized tanning station large enough for a dance floor. Duck under the arch and there is access to the davit and dingy storage space on deck.

Entry to the crew quarters was behind the aft deck bench seats on the lower deck. Down a short set of steps you enter a common hallway that has a stacked washer and dryer just forward of the captain's door. The captain's double berth is on the starboard side and has closet and flat screen television for entertainment. Across the hall forward is the crew's berth with two single berths stacked, a closet and flat screen TV for their enjoyment. Just aft of the crew cabin is a head with stand up shower and toilet. Going forward from the crew berth, you enter the first mechanical space with all the shut-offs plumbed into this room. A work bench and the water maker are also in this space. Through another door, you enter a spacious engine room. Our test model had twin 12-cylinder diesels, but you can opt for 16-cylinder diesels. Just aft of the engines are two Kohler generators. You can actually get around both sides of the engines on this beauty! Ventilation and mechanical arrangement in this space makes it a comfortable work space.

Back topside and through a sliding door, you enter the main salon. If the temperature cooperates, you can swing the port side rear window open to really open this space up. Our boat was outfitted with a large seating pit on the port side and a cabinet housing the entertainment center on the port. The flat panel TV has an electric lift to bring it up when being used and store away neatly when not needed. Stepping up and forward, you enter the dining suite with storage on both sides. To port a cabinet opens up with two drawers designed to handle twelve bottles standing in cut outs each. Continuing forward on the port side, is a galley with full sized refrigerator/freezer, large prep counter with two deep sinks and a stainless steel dish washer. A convection/microwave oven wraps up the cooking galley. Of course, there is lots of storage with nested

spaces for cups and dishes as well as drawers for cutlery and utensils. Continuing forward you have a spacious area with table and bench seats on the port side and the interior helm station to the starboard side. All electronics and switches are conveniently arranged and labeled in English and Italian. Rich wood accents make this seem more like a formal library than a helm station. Exits to the side walkways are either behind the helm station or through the galley via electric doors that open and tuck to the stern for easy access with zero effort.

A spiral stairway leads from just behind the port side of the helm station to the lower deck. Each suite has its own full head, so there will be no hassles over who gets to shower first. Forward is the guest quarters with a queen bed and its own entertainment center. Down the hall are guest quarters on both sides with two twin beds in each room. Located in the stern is the master suite. It is designed with a dressing table, walk-in closet, queen bed, entertainment center and huge master bath.

Performance and Handling

As tested, we had twin 12 cylinder MTU M91's cranking 1522-hp each. We had a crew of five aboard with 700 gallons of fuel and $\frac{3}{4}$ tank of water. She handled some pretty impressive 6-8 foot seas that kept nearly everyone in port. While we had a bounce or two at the interior helm station, my crewman down in the engine spaces said he felt safe and comfortable throughout the ride. At 1500 rpm, she was cruising along at 17.9 mph burning 53.5gph for a range of 549 miles. At top end, she was cranking 2350 rpm for a burn rate of 159.7 gph.

If you enjoy the opulence of Italian design and have a need for speed, this yacht definitely fits the bill on both counts. She is a fast mover with style and elegance, as well as an impressive top speed.

By Capt. Bob Smith

Test Captain