

46 SPORTS
MOTOR
YACHT



465 SUV



RIVIERA'S 46-FOOT SHOWDOWN

BIG ENOUGH TO PACK IN A LOT OF ACCOMMODATIONS BUT STILL EASILY HANDLED BY A COUPLE, RIVIERA'S OFFERINGS OF THREE NEW 46-FOOT CRUISERS ARE SURE TO BE POPULAR.

BY ARNIE HAMMERMAN

REMEMBER when you were a kid at the ice cream shop and *all* the flavors sounded wonderful? It was hard to pick one because you knew they all were good, but which was the best?

That is kind of how I felt when I found out that Riviera recently came out with not one, not two, but three new 46-footers. This is going to be a tough choice. Luckily, I was able to get on all three boats hoping to differentiate them to help you choose the boat best suited for your type of boating.

The Riviera 465 SUV and Riviera 46 Sports Motor Yacht (SMY) are sisters, as they have the same hull and basic configuration. The Riviera 4600 Sport Yacht (SY) is more of a sharp-looking cousin with a completely different hull and layout. All three of these boats are around 50 feet in length overall, are driven by Volvo Penta IPS pod drives, have three cabins and two heads, and are packed with features and accommodations sure to please a wide variety of boaters.

PHOTOS COURTESY OF RIVIERA

4600 SPORT
YACHT





RIVIERA 46 SMY 465 SUV 4600 SY

» SPECIFICATIONS

LOA: 52'2" / 52'2" / 50'3"

Beam: 15'7" / 15'7" / 15'5"

Draft: 4'8" / 4'8" / 4'3"

Dry Weight:
48,325 lbs. / 48,325 lbs. / 42,329 lbs.

Fuel Capacity:
660 gals. / 660 gals. / 555 gals.

Water Capacity:
132 gals. / 132 gals. / 164 gals.

Std. Power: 2 X Volvo Penta D11 IPS 950 /
2 X Volvo Penta D8 IPS 800 / 2 X Volvo
Penta D8 IPS 800

MSRP: \$1,703,200 / \$1,583,800 /
\$1,650,500

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LAKEMICHIGANYACHTSALES.COM

A FLYBRIDGE THAT SHINES

I'll start with the biggest and baddest of the bunch, the 46 SMY. This boat has all the cool features of the 465 SUV but with one major difference, a large open flybridge.

Riviera's heritage is steeped in flybridge cruisers, and the 46 SMY pays homage to those great boats but adds modern touches like an internal staircase (not a ladder) that really make this new boat shine.

The flybridge is spacious at 15 feet, 4 inches long by 9 feet, 3 inches wide, delivering over 144 square feet of living space. In addition to the two plush Pompanette adjustable helm seats, there is a comfortable lounge ahead of the helm with a drop-down table, drink holders and stereo speakers. I like this setup because the helmsperson can easily communicate with people hanging in the sky lounge, and if children are onboard, they are in your sight. This area is great for drinks and appetizers, or lunch on the go, and a wetbar and fridge at the top of the stairs add convenience.

The back cushion on the port lounge is perfectly angled to watch the scenery while underway or curl up with a book and relax. Lower the lounge table and add the filler cushion to create a bed ideal for stargazing. The entire flybridge is covered by a hardtop with hatches for access and fresh air and is

surrounded by clears for great visibility. Air conditioning vents that face both the helm chairs and forward toward the lounge worked well on the 85-degree day of our sea trial, but rolling up the clears to let the breeze in really felt great. Driving with the air flowing through is exhilarating and fun, and this flybridge that can be opened differentiates the 46 SMY from the other two 46s.

Both the 46 SMY and 465 SUV have similar deck layouts, but in the SUV the helm is in the main salon to starboard. Twin helm seats and controls replace a second inside lounge in that area on the SMY.

VARIETY OF ACCOMMODATIONS

Below decks, both the 46 SMY and 465 SUV have the primary cabin forward with an island berth and ensuite head. The other two cabins under the main salon have standing headroom at their entrances that lowers a bit at the beds. Hull windows keep the cabins light, and there are nearly 3 feet above the beds, making them cozy and not claustrophobic. These staterooms can be configured with twin bunks, or one of both can be a double cabin, which gives you excellent versatility and no bunk beds.

Alternatively, the 4600 SY features a full-beam primary cabin under the salon with

an ensuite head, in addition to a VIP cabin forward that features a double island berth and ensuite head access. A third twin bunk cabin is an option on the 4600 SY or that area can be set up as a lower deck lounge. Either way you get two substantial double cabins and stacked bunk beds or the open lounge, which can be used for sleeping when needed.

OPTIONS FOR ENTERTAINING

All three models have fully appointed galleys aft of the salon that feature solid surface countertops, stainless steel sinks, fridges, freezers, dishwashers and storage. The position of the galleys bridges the gap between the salon and exterior seating areas with glass and stainless doors and a pop-up window. The stairway of the flybridge boat conveniently lands in the galley.

Each model has a semi-enclosed aft seating area with a table ideal for entertaining, alfresco dining or simply lounging. This mezzanine lounge under the hardtop can be enclosed with clears and climate controlled, although the 4600 SY lends itself more to being open. On the 4600 SY there is a lounge opposite a vented electric BBQ, wetbar, fridge and icemaker. The 46 SMY and 465 SUV feature a mezzanine lounge connected by steps

to an open cockpit, perfect for fishing or entertaining. At 61 square feet, the cockpit has room to fish with rod holders and an optional lighted, windowed, recirculating bait tank. An electric BBQ, wetbar, fridge and icemaker are great for entertaining. Twin transom doors connect the swim platform. The 4600 SY has a stairwell leading to the aft deck and another to the port side-deck. A hydraulic lift capable of carrying a substantial RIB on the swim platform is available on all three models. Forward they all have centerline sunpads with bolstered backrests and drink holders.

PERFORMANCE AND VERSATILITY

I was only able to drive one of these three boats, the Riviera 46 SMY, but observed the 4600 SY as she ran with us. The 4600 SY was fast and nimble as we maneuvered the boats side-by-side and looked stylish with her deep-V bow cleanly slicing through the short chop.

Aboard the 46 SMY, optional Volvo Penta D11 IPS 950s pushed us smoothly and rapidly as we jockeyed up alongside the 4600 SY. All controls were in easy reach of the helm, including the throttles and joystick, twin Garmin MFDs, C-Zone, engine monitors, Muir windlass remote, stereo controls and a compass. With only 6

degrees maximum bowrise, I could see over the bow fine even from the aft position helm.

After cruising alongside the 4600 SY for some photos, I peeled off, leaning the 46 SMY gently into some tight turns. An optional Seakeeper 6 was running during testing, which may have helped the Riviera feel solid and comfortable even when turning at speed. Our peak speed was 40.6 mph, and at a comfortable fast cruise of 32 mph we used 59.5 gph delivering a calculated range of 322 miles based on 90% of fuel capacity. Another sweet spot seemed to be around 2000 RPM where we cruised at 25 mph at 50 gph delivering a 300-mile range capable of long cruises and lake crossings.

The performance and versatility of all three of Riviera's 46-footers makes choosing one tough. If driving from an open flybridge and that extra room on top matters, the 46 SMY really delivers. If the Great Loop is in your plans, you better opt for the 465 SUV or the 4600 SY with the bridge clearance needed.

The other major differences other than styling are whether you need an open cockpit for fishing/entertaining and your preference of cabin configurations. The good news is that, just like when you were a kid in the ice cream shop, you can't really go wrong with any one of Riviera's 46-foot flavors. You just have to pick the one that looks the best to you. ★



46 SMY has a large, comfortable flybridge with plenty of seating. Helm is aft so helmsperson can easily see and converse with others in the flybridge lounge when underway.

4600 SY has a full-beam primary stateroom in addition to a spacious VIP double stateroom forward.

46 SMY and 465 SUV feature additional space in an open cockpit, ideal for fishing or entertaining.



46 SMY and 465 SUV primary cabin is forward with a queen island bed, not full-beam centerline.

46 SMY is too tall to get under some bridges on the Great Loop.

4600 SY lacks an additional cockpit aft of the covered but makes up for it with a larger mezzanine area than on the 46 SMY and 465 SUV.



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