

Riviera 465 SUV

LITTLE LUXURIES

The latest in Riviera's SUV range, the 465, proves great things can come in smaller packages. And, as **Scott Alle** affirms, it also shows that quality still flows from Coomera.

Sometimes, over-familiarity with a successful product breeds a tendency to complacency toward its inherent capabilities and attractive attributes. I think there's an element of this with Australians and Riviera. We don't take the Queensland boatbuilder for granted, but we may have stopped appreciating just how accomplished the latest boats on the hardstand at Coomera really are.

The Americans, for instance, fully recognise Riviera's Australian ethos of rugged, do-it-yourself vessels, but also credit its legitimate luxury credentials apparent in the detail: the stitching, woodwork, the overall fit and finish. I'd add to that a layer of technology that harnesses what amounts to a revolution in onboard management systems made possible by digital switching. Riviera's new 465 SUV is a perfect example of this.

Thanks to recent airline chaos, I barely made it to the Gold Coast for this review, but quickly relaxed as I stepped aboard. The 465 is configured from the keel up to fulfil the company's philosophy of ensuring the boating experience is as easy and enjoyable as possible.

The first impression is that of space and functionality. The hydraulic swim platform is connected to the aft cockpit by two transom doors with secure locks that fold flush and open up this single-level water sports/entertaining zone. Rear and side stainless-steel rails are a worthwhile safety option, while it's also the obvious launch point for the tender. In fact, with the rails up, you've got the same size cockpit as the next model up, the 50-foot 505 SUV.

I still find that teak (sustainably sourced, of course) has an enduring appeal. Its soft tactile quality underfoot and warm natural tone complement the white GRP mouldings that house a wet bar forward on the port side, including an electric barbecue, a sink and storage. To starboard is a top-loading fridge/freezer and ice-maker. Even here, Riviera is only too aware of how quickly conditions can change and provides well-placed stainless grab rails for moving around.

If fishing is a priority pastime, the lazarette lockers can be converted to kill tanks or used to store water sports gear. There's also the option of a lounge that folds out from the transom.



A joystick controller is located on the port coaming, and skipper Dean Brickell used it to nonchalantly squeeze us out of a very tight berth. We nosed out onto the Broadwater, the 495 smooth and astonishingly quiet underway thanks to 32-millimetre-thick foil-face, high-frequency foam with suspended lead barrier in the engine room, and more sound-dampening foam in the compartments throughout the hull.

It wasn't the sort of day Destination Gold Coast would prefer to promote to anaemic winter-chilled southerners, and we were fortunate to be able to sit around the nicely crafted teak table on the mezzanine – or alfresco deck, as Riviera calls it – which provides the versatility of access to or protection from the prevailing conditions.

This enticing space, with its settee that morphs into a day bed and an L-shaped lounge, has proven a favourite with owners, especially those in climates where the glass

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side panels and clears effectively add another room where you can imbibe your cocoa as the salmon swim obsessively past. Two electric sunroofs add to the deck's versatility and the feeling of being connected to the outside but not necessarily having to suffer for it.

It also offers, with the awning window raised, an extended entertaining, dining and relaxation experience stretching through the saloon to the helm station. The U-shaped galley located aft in the saloon has high-quality appliances, including an electric cooktop – dual element with removable pot keepers – a dual-door, 150-litre fridge/50-litre freezer big enough to cater for extended stays from port, Corian benchtops and microwave.

Another pleasing small, practical detail here is the sink cover, which has a cutting board on its flipside. The galley's location means culinary output can be served to guests either in the mezzanine or at the elegant dining lounge that seats six.

The saloon, which on our trial yacht featured high-gloss walnut cabinetry and



cream leather, evokes a relaxed and rather luxurious setting that invites everyone on board to share the unique sensation of being at sea. Two adjustable leather helm seats ensure the skipper or driver isn't banished to another deck and can be part of any saloon soiree.

The helm's twin Garmin 12-inch screens, central Volvo Penta display and conveniently placed switch bank are ergonomically sound. This boat, hull #1, was optioned with Auto Trim, which automatically deploys a percentage of tab at 2-knot increments past 8 knots to keep an optimum running angle, but it can be turned off for manual trim if you like more control over running.

Opening up the twin six-cylinder Volvo Penta IPS800s on a decent expanse of the Broadwater, we seamlessly got onto the plane, hitting 32 knots at 240 litres per hour. That translates to a range of 300 nautical miles, but in displacement mode at 6.5 knots and 900 rpm, the 465 can stretch out to 1,250 nautical miles – enough to enable some serious cruising.

Though it wasn't a boardshorts and Bintang singlet kind of outing, the weather of 15 to 20 knots of wind and a solid 1.5-metre swell did lend itself to a run out of the Gold Coast Seaway and down the coast.

The integrity of the boat's flybridge-style hull with solid GRP keel, chines and hull bottom was immediately evident and, combined with the Seakeeper 6 gyro, delivered an assured ride and track in the unruly chop.

Indeed, the 465 was so smooth it was easy to forget how uncomfortable it might have been in another boat until we turned back toward the Seaway entrance and large sheets of spray were flung across the curved helm windows (and quickly cleared by the large wipers).

On the way back to the dock, I took the opportunity to check out the accommodation, with access via an atrium from the saloon.

AT A GLANCE

15.9 m
Overall length

4.76 m
Beam

22.9 t
Displacement (fully laden)

32.5 kn
Maximum speed



The master cabin in the bow features a walkaround queen-size berth with generous storage both beneath the bed and in the hanging locker – the interior of which is felt-lined, mitigating any annoying seaborne banging and squeaking. The plush carpet and high-quality fabrics also contribute to the cabin's discernibly quiet ambience.

The cabin's ensuite boasts a separate shower stall with glass partition and frameless glass door, while solid surface benchtops and a porcelain basin with premium fittings complement a space that enhances any extended time on board.

The VIP cabin to port, while slightly smaller, has a spectacular sea view through a hull window.

Above: The master cabin in the bow offers a walkaround queen bed and plenty of stowage in lockers and a robe.

Opposite: The inviting interior includes a saloon-

cum-dining area for six forward, which means the skipper can feel part of the party, plus a useful galley aft with additional countertop and fridge that feels perfect as a bar.



Right: Sleek lines and subtle curves disguise a genuine SUV yacht that is capable of both 32-knot fast blasts and also 1,250-mile cruises if you're prepared to throttle back – and the 465 is a pretty nice place to be going slowly in.

You can also control pumps, lights and air-conditioning so you can arrive with these systems up and running.

All the tech, though, only serves to supplement the core appeal of the Riviera 465 SUV, which is a boat that combines the best of indoor/outdoor living and generous accommodation with serious bluewater cruising capability in a single-level motor yacht under 50 feet LOA.

It's a compelling and elegant design solution, one that has already been acknowledged in Riviera's growing international order book, and it serves as a timely reminder for us Australians of the quality that still flows from Coomera. [O rivieraaustralia.com](http://rivieraaustralia.com)

SPECIFICATIONS ➔



The integrity of the boat's flybridge-style hull with solid GRP keel, chines and hull bottom was immediately evident and, combined with the Seakeeper 6 gyro, delivered an assured ride and track in the unruly chop.

The siting of the generous walkaround double bed confers a feeling of spaciousness. There's also private access to the ensuite and, like all the cabins, there are convenient USB charging ports and various mood lighting settings.

The ensuite for the starboard cabin – which has two very comfortable single berths,

This page: The mezzanine alfresco deck provides multi-functional, all-weather indoor-outdoor options and connects seamlessly with the cockpit and its wet bar and grill. Guardrails turn the aft platform into a cockpit extension.



a similarly breathtaking outlook as the VIP and storage in a hanging locker as well as access to a large storage locker under the stairwell – doubles as a day head.

Last year when I tested the 645 SUV, the range's flagship, I was impressed by just how far the C-Zone boat management technology had come. Coupled with the Siren Marine Remote Monitoring system, it offers an

owner a comprehensive set of digital tools for managing the boat both underway and ashore, pretty much no matter where you are.

For instance, you can easily and remotely monitor the GPS location/position (including geo-fence alarm), house battery voltage, saloon motion detector and ambient temperature, bilge pumps, and water and other tank levels.

Riviera 465 SUV



1

PROFILE

Low-profile lines give a sleek look with a rising inverse sheer to the bow. Extended roofline offers protection for the cockpit alfresco deck, which can be enclosed with clears.



2

MAIN DECK

Single-level living with aft galley that serves alfresco cockpit deck and forward saloon/dining area. Straight-through design aids sociability from aft to helm area forward.



3

LOWER DECK

Comfortable master cabin forward with walkaround queen berth; VIP double with access to ensuite and guest twin cabin complete the accommodation.



SPECIFICATIONS

Builder	Riviera Australia	Speed (max)	32.5 knots
Model	465 SUV	Speed (cruise)	26.1 knots
Country of build	Australia	Fuel capacity	2,500 litres
Designer	Riviera design team in collaboration with 4D Designs	Range	324 nautical miles at cruise
Naval architect	Riviera design team	Freshwater capacity	500 litres
Interior designer	Riviera design team	Blackwater capacity	151 litres
Year of build	2022	Generators (main)	Cummins Onan 11.0MDKDN
LOA (length overall)	15.90 metres	Gen-set size	11.0 kW 240V 50 Hz
LWL (waterline length)	12.39 metres	Bow thruster	Side Power SE210/250 TC (Optional)
Beam	4.76 metres	Winches	Muir VRC2500/3500
Draft	1.33 metres	Navigation electronics	Garmin
Displacement (fully laden)	22.9 tonnes	Depth sounder	Garmin
Hull construction	GRP	Underwater lights	Option Aqualuma Gen 4 Series or Lumitec SeaBlaze
Superstructure	GRP	Radios	Icom
Engines	Volvo D8-IPS 800	Owner	2
Output	441 kW	Guest berths	4
Propellers	N3	Maximum people on board	16
Drive train	Pod drive	Standard warranties	2 year express, 5 year engine, drive and electronics, 7 year structural limited warranties
Stabilisation systems	Seakeeper SK6 Gyro (Optional)	Price from	AU\$1.785 million
Gearbox	Volvo IPS 15		

32.5 knots

Speed (max)

26.1 knots

Speed (cruise)

2,500 litres

Fuel capacity

**324 nm
at cruise**

Range

22.9 tonnes

Displacement

AU\$1.785 m

Price