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# Ocean

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## SOUTHERN STAR

AUSTRALIA'S RIVIERA 64 SPORTS MOTOR YACHT  
EXPLORING THE BEYOND IN LUXURY



## Riviera 64

# LOCAL HERO

To say Riviera inspires loyalty in its passionate owners is putting it lightly. While it's not unusual for many to be on their second or third boat, according to **Mark Beretta**, others have owned ten or more. So when they speak, the team at Australia's biggest boatbuilder listens. And when owners expressed there was a need in the range for a mid-60-footer? Riviera went to work and developed something very special indeed.







**Above:** Space and functionality are spread over three levels on the 64 SMY.

**Opposite (above):** Two easy steps up is the stylish mezzanine deck that features both a day lounge and an L-shaped lounge with large fold-out teak table.

**Opposite (below):** Wide doors open out from the transom to the expansive aft deck with fridge/freezer, cool box, full wet bar and BBQ.

**T**he Riviera 64 Sports Motor Yacht is much more than a mere stepping stone in an already impressive ultra-luxury range – it's the bona fide new star of the family. The sleek shape is highlighted by dark glass windows along the hull, strengthening an already sophisticated look. But the 64 Sports is not a showpiece. With the design mantra being to provide for adventure in extreme comfort, this boat is built for action.

Chris Attard, Riviera's Australasia Sales Director, says: "Owners told us they wanted to go further and for longer – what they wanted was real long-range cruising."

The result is the ability to go from Australia to New Zealand and back. But why stop there? The 64 Sports could also comfortably take you to the pristine waters of Fiji, down to Tasmania, or around the coast of Australia.

The comfort factor also makes it very much at home anchored in the harbour for sunset drinks. With a covered lounge and table just outside the main saloon, the mezzanine deck is the perfect spot for soaking up the antipodean sunshine.

Meanwhile, a window that fully folds up connects the mezzanine to the main cabin

space, creating a huge open entertaining area just perfect for warmer days.

It's that sort of clever design that attracted John Robinson, owner of multiple Rivas, to the brand in the first place. "It's an Australian company making a product that is as good, if not better, than anything from overseas in terms of quality and design. And when an Australian company is producing a world-class product, I believe in backing them," he says.

Currently enjoying his second Riviera, John is seriously sizing up the 64 Sports as potentially his third. "It's a stunning boat. I'm quite technical, so the hull design impresses me – it's a dry hull, so you can go to sea and won't have salt water washing up over the front windscreen.

"They've done a great job with the engine room design, too. If you get that wrong, it can cost you a lot of money in maintenance."

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#### Smooth sailing

Indeed, a lot of effort has gone into making this the sort of boat you step off at the end of the day feeling great. Noise reduction and a smooth ride have been a big focus, and both have been successfully achieved.

For those who prefer a steady ship, the gyro is capable of taking out 80 percent of roll. We tested this theory in the middle of Sydney Heads. Lining up in the middle of the striking landmarks side-on to a 1-2-metre swell, we began with the gyro off and rocked from side to side as expected.

When the gyro was switched on, however, the hull gently stabilised and the rock reduced significantly. For those who find rolling at sea uncomfortable and guests who aren't used to being out on the water, this is a valuable feature.

Station Hold is another smart addition. Using the GPS, thrusters and engine together, once set, the boat will stay in its precise location until the function is disengaged.



#### AT A GLANCE

**21.23m**  
Overall length

**5.80m**  
Beam

**54.57t**  
Displacement (fully laden)

**34.1kn**  
Maximum speed



This feature allows the skipper to temporarily move away from the cockpit to check an issue, throw in a line, talk to family or guests, or just grab something to drink. It's an innovation that will definitely be used often and is sure to be appreciated by owners.

#### Too easy

The 64 is set to take on international markets, too. This one is on its way to the USA, where it's expected to be successful on the east coast. Back home, Sydney's coast and waterways always make popular flybridge habitats.

This new model is also likely to attract a new group of users, with those stepping out of sailing yachts and first-time owners alike sure to be enticed by the 64's easy handling. The cockpit and helm are designed so as not to be intimidating, which for a larger boat is no mean feat.

For starters, the steering is effortlessly light and responsive, giving skippers confidence in their ability to control and berth in the tightest of spots. In fact, the joystick control

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of the thrusters is simply done with the fingertips, making it very easy to operate.

Riviera wanted to make this an easy boat to dock so that not everyone on board was needed to fend off after a day out. As such, the cockpit console is a simple, efficient layout with every control within comfortable reach; what you don't need isn't there.

Riviera expects to produce twelve of these 64 Sports in the first year, and then up to



sixteen a year afterwards. Each one has to pass two days of rigorous sea trials and then spend four to six hours in the hands of an engineer, an electrician and a MAN diesel technician to seek out any potential glitches and fix them.

#### World-ready

By design, Rivieras are built to go to sea. And nowhere is this more on show than in the critical join between the hull and the deck. Locking the two permanently together is a complex three-stage process that begins with bonding, is reinforced by bolting, and then supported by internal fibreglass strapping.

“We never stop finetuning and listening to what our owners are telling us. The challenge is getting our owners out of a great Riviera and into a better one,” says Attard, who lives by his words.

He's spent weeks living on board, running over every detail and making sure everything works as it should – and when he finds something that could be better, he's straight on the phone to the factory to suggest the improvement.

The Riviera philosophy of giving owners the best possible experience runs strongly through this latest member of the family, and it measures up favourably on the world stage. Finishes, appliances

and accessories are all high quality and designed to cruise the harbour in luxury, but also take on the open ocean.

The attention to detail is impressive, too. As Riviera owner John Robinson points out: “You're spending a lot of money, so you want everything to be spot on. The cockpit, saloon and galley are brilliant.

“Riviera and the R-Marine network continuously work with you to get the boat you want; they help customise the boat. I've changed dash layouts, even redesigned the garbage bin, and they were happy to do it.

“It all adds up to a positive experience –that's why people keep coming back,” enthuses Robinson.

#### Premium finish

The interior confidently balances elegance and practicality. It's never as easy to achieve as it sounds, but Riviera has made an art of producing a high-luxury look feel comfortable and accessible. You'll find yourself admiring the exquisite design and styling – and have no hesitation in sitting down to enjoy it.

The stateroom's feeling of space is enhanced by the large, water-level windows on each side. Both have portholes to allow the flow of fresh air at anchor and are made from specially treated 16-millimetre glass, ensuring safety.

**Above:** A full-beam master with high-quality soft furnishings and walnut timber accents creates a spacious, elegant retreat. The king berth has deep storage drawers underneath, while a portside chaise longue is primarily located next to the recessed hull window.

**Opposite (above):** The saloon affords multiple living and entertaining areas, and a two-drawer fridge and wine cooler below the solid bench. Solidly engineered and well-finished internal stairs lead to the flybridge.

**Opposite (below):** The sumptuous U-shaped lounge in the forward section of the saloon with dinette, ottoman and coffee table with storage, offers panoramic views through tempered and tinted glass windows.

Riviera has also executed the highest level of detail on the interior. The joinery is beautifully finished and precisely constructed using CNC-machined timbers in Riviera's factory.



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**Right:** The fully enclosed flybridge accommodates up to ten people in comfort, out of the elements. It opens out to a rear deck with dinette, lounge and wet bar.

**Opposite (above):** The foredeck offers an evocative space that is connected to the water; relax on the sprawling U-shaped lounge and sip from drinks secured in a moulded table while ensconced in luxury.

induction top, a smart double sink, a dishwasher that will easily handle any clean-up, and long-lasting Blum closing mechanisms on the cabinetry. The appliances are Miele and refrigeration abounds – certainly enough to keep you at sea for an extended period.

All told, this is an impressive addition to the Riviera line-up, and the 64 Sports Motor Yacht will, no doubt, further enhance the Riviera name both in Australia and overseas.

Most importantly, owners asking for a boat this size have had their prayers answered – and their next step up assured. [O rivieraaustralia.com](http://rivieraaustralia.com)

**SPECIFICATIONS** ➔



**Above:** A lot of effort has gone into refining the 64's sea manners. The result is an exceptionally quiet and smooth ride whether at speed or while at a quiet anchorage.

With so much of the build done under the one roof in Australia, it gives Riviera extensive control over quality and timing, and is a pillar of their offering.

This precision and quality extends to the walnut, cherry, oak, teak and wenge timbers on offer – up to five coats of

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varnish are applied robotically, then cured in a humidified drying room. There are few things more appealing on a boat than polished timbers – and Riviera knows it.

Another style and comfort highlight is the feel and finish of the premium New Zealand leather used throughout, which even cleverly covers the internal stair handrails, providing a much fresher option than regular metal or timber railings and balustrades.

Last but not least, the galley is sleek, but comfortably so. There's a well-spaced



# Riviera 64



1

## FLYBRIDGE

Commanding views combine with all-weather protection inside for ten people; outside a dinette, wet bar and lounge. Blue-water heritage apparent in option for rail-mounted life raft and safety cell.



2

## MAIN DECK

At over 9 metres squared, the aft cockpit has plenty of fishing and entertaining room; the mezzanine extends the saloon outdoors. Appointments and finish are as impressive as hull and engineering.



3

## LOWER DECK

Four-stateroom, three-head configuration with option of an extra pair of crew bunks in the utility room. Large, private master with king berth ensures extended cruising in luxurious surroundings.



## SPECIFICATIONS

Builder	Riviera Australia	Gearbox	Twin Disc QuickShift
Model	64 Sports Motor Yacht	Speed (max)	34.1 knots (half load with twin MAN 1,550hp)
Country of build	Australia	Speed (cruise)	30 knots (half load with twin MAN 1,550hp)
Designer	Read Riviera Australia and 4D Designs	Fuel capacity	6,500 litres
Naval architect	Riviera Australia	Range	350 nautical miles at cruising speed
Interior designer	Riviera Australia	Freshwater capacity	750 litres
Year of build	2020	Blackwater capacity	500 litres
LOA (length overall)	21.23 metres	Generators (main)	Onan EQD
LWL (waterline length)	17.05 metres	Winches	Muir
Beam	5.80 metres	Anchoring systems	Ultra Anchor stainless steel
Draft	1.68 metres	Navigation electronics	Garmin and Raymarine options
Displacement (fully laden)	54.57 tonnes	Underwater lights	Aqualuma Gen 4 series x 4 (optional)
Classification	Designed to CE – Category B	Owner berth	Full-beam master berth with ensuite
Hull construction	GRP	Guest berths	1 x VIP guest double and ensuite, 1 x twin cabin, 1 x twin bunk cabin
Superstructure	GRP-infused		
Engines	Twin MAN V12	Maximum people on board	20
Output	2 x 1,550hp/1,140kW	Tenders	Davit ADC 450kg; tender size up to 3.83 metres (optional)
Propellers	VEEM	Standard warranties	7 years (limited) structural; 2 years non-structural; 5 years MAN (limited)
Drive train	V-drive with Seatorque shafts		
Stabilisation systems	Optional Seakeeper gyro/Humphree stabilisers	Price in Australian dollars	AU\$3.495 million (base price ex factory)

34.1 knots

Speed (max)

30 knots

Speed (cruise)

6,500L

Fuel capacity

350nm

Range

8

Guests overnight