



Full gloss walnut, leather finishes and soft furnishings and all packaged stylishly.

The image shows the interior of a luxury yacht. On the left, a wooden dining table is set with white dishes, blue placemats, and glasses of champagne. A large, light-colored leather cushion with a blue pillow is in the foreground. In the background, a kitchen area with a sink and a wooden cabinet is visible. Large windows on the right side offer a view of the blue ocean. The ceiling has recessed lighting.

Sporty **LUXURY**

Standing-out as the middle sibling in a glamorous range, that includes four other SUV models, takes something special and the 505 SUV has this, writes Kevin Green.

RIVIERA 505 SUV



Fast cruising at 29 knots was done comfortably on the 505 SUV.

Mezzanine is a word not often associated with motorboats, yet it's a clever design idea that Riviera has deployed in the creation of this 17m

sports motor cruiser. Utilising outdoor space for multiple purposes further enhances the versatility of these sports utilities, that attempt to be all things to all people. For instance, having enough torque to pull a water toy, yet with a decent range to make that coastal hop and of course a sturdy hull to do it in bumpy conditions; are just some of the boxes these type of boats must tick.

Of course, 40 years of production and building 5,600 boats in that time does give Riviera a fairly good insight into how this is done, as director of marketing Stephen Milne explained to me while we motored though the Gold Coast Broadwater on hull number one of the 505 SUV: "The majority of our boats now are sports yachts, which reflects where the market is going." Yet another statistic is the company's expertise in pod driven transmissions, having built in excess of 1,000 Volvo IPS driven boats, so the level of integration with hull shape means these cruisers are slippery and fast.

For the 505 SUV Riviera knew they had to differentiate this model sufficiently, both to contrast it against its smaller 395 and 445 siblings and the larger 545 and 575 models, so they started from scratch by creating a completely new hull. Standing beside it at Runaway Bay marina, I noted the metallic grey hull's higher topsides yet with sweeping sheerline and most

apparent was the large elongated hull windows that give abundant natural light to the three cabins. Fuller forward sections was another major change, so instead of a bowsprit, the entire rode is neatly integrated into the bow. Yet another change from its siblings is the neatly vented exhausts, hidden by elongated exits at the stern quarters. However, the overall effect clearly shows it's a Riviera, an important factor to senior owners stepping down from its flybridge models and of course new buyers seeking a premium quality sports motor cruiser.

Amazing Mezzanine

The aft cockpit is stepped and separated by bulkhead to create a mezzanine layout below the fibreglass overhang. "We'd also see people sleeping out here by simply unfolding the bench to create a two person day or night bed," said Stephen Milne. This is an all-weather area and this first hull - destined for the Great Lakes in America - was fitted with clear plastics to seal this inner cockpit. Alternatively, sun worshippers can step beyond it to the outer cockpit where there's a barbecue and wet bar; or relax on the hydraulic swim platform. Dual transom doors that fold back, along with moveable handrails gives good versatility to the swim platform, that can easily house a rubber dinghy; although it would be exposed when offshore.

Back in the mezzanine, diners have a folding teak table with Sunbrella fabric bench seating and that fold-out double bench. Twin opening skylights ensure good ventilation or a few extra rays but also have blinds, and privacy comes from patterned side windows.



Sun Soaked Saloon

Australian's have a complex relationship with the sun, so our boats have to reflect this; something Riviera are experts at. Vertical bulkheads, fibreglass overhangs and ventilation are the key points for this, and all found on the 505 SUV. Opening the sturdy chromed sliding door reveals the saloon with U-shaped galley portside. Another step takes you to the lounge, so clearly demarcated from the galley. Here, the U-shaped leather clad dinette with another wide bench on starboard creates a convivial entertaining area. Usefully, the table unfolds and has swivels to suite the number seated. For cocktail hour an Ottoman seat converts into a low table so your G+T is secured. The saloon is airy thanks to opening side windows (with blinds) and a large sunroof.

Returning aft into the galley shows a well-equipped cooking space, with deep sink, two ring electric hob, dishwasher and a microwave convection oven. The joinery was done with absolute precision in high gloss walnut. Clearly, these boats are built to last, so maintain the value of your asset should you ever sell.

Drivers Seat

Given that SUVs must also be drivers boats, the 505 again comes up trumps with its stylish steering console. Twin leather Recaro bucket seats house skipper and co-skipper, sensibly shaded by Riviera's

signature stylish visor which ensures the Garmin Glass Bridge instrumentation is daylight viewable. There's twin 17" screens for navigation and another for the Volvo engine controls plus the essential autopilot. Throttles and the IPS joystick are nearby as are the Volvo vertical trim tab controls that can be auto or manual. All other systems are managed by the CZone screen and digital bus controls. For entertainment, a television is against the aft bulkhead of the saloon or in party mode, pump-up the volume of the Fusion hifi that's piped throughout the 505.

Midships Owner's Cabin

The higher topsides of this model ensures ample volume throughout the three cabin and two bathrooms, with the owner enjoying the full beam midships berth. The high sheer at the bow also gives the VIP cabin an airiness so there's plenty to like on the 505. A wide central corridor beside the helm leads below to the three cabins. Whereas the 525's Achilles heel was its lack of grand suite, the 505 has remedied this. The owner now enjoys a full beam master cabin with spacious ensuite thanks to the compact IPS gearboxes creating space aft.

However, the forepeak VIP cabin is also a force to be reckoned with as well, thanks to a vast overhead space, portlights and an equally spacious ensuite bathroom. This has dual access so that the third cabin

Stylish ergonomics at the console along with a double helm Recaro seats.

The galley is well equipped so the 505 is more than a mere weekender.

Entertaining or relaxing, the 505 mezzanine cockpit has the seating and equipment for both activities.

The full beam master cabin maximises space with just enough headroom.

BOAT REVIEW

RIVIERA 505 SUV

A functional anchor arrangement, now integrated into the hull.



The versatile deck on the new 505 makes it stand-out among its other SUV siblings.



SPECIFICATIONS

Boat Design Name:	Riviera 505 SUV
Year Launched:	2019
Builder:	Riviera
Designer:	Riviera
LOA:	17.01m
LOH:	15.43 m
Beam:	4.96 m
Displ (Dry):	21,800 kg
Max Speed:	29 knots
Construction:	Composite
Fuel Cap:	3300 litres
Water Cap:	460 litres
Engines Make:	2 x Volvo Penta D11 IPS 950.
Drive Train:	IPS
Controls:	Volvo Penta
Docking System:	Volvo Penta
Generator:	Onan 13 kVA
Gyro:	Seakeeper 12 (optional)
MFD:	Garmin 17"
Winch:	Muir
Base Price:	\$AU1.59m
Price As Reviewed:	\$1,898,054 (excluding gyro)
Contact:	www.rivieraaustralia.com

FUEL & PERFORMANCE DATA

Fuel capacity: 1253 litres

RPM	Knots	L/h	L/NM	Range(NM)
1000	7.5	33	4.400	670
1500	11.6	112	9.700	300
2000	23.5	169	7.200	410
2300	29.6	232	7.900	370
2500	33.6	273	8.200	360

Range is calculated on 90% of the fuel capacity.



guests can also have ablutions. The third cabin with its two bunks benefits from the sweeping windows, but only on the bottom bunk, where there's also an opening porthole (fitted with an alarm) and adult sized mattresses. Other features down here included separate washer and dryer machines housed in ventilated cabinetry.

Decked Out

Yet another requirement for a successful SUV is usable deck space, so wide walkways on each side of the 505 are welcome, as are the 316 stainless handrails that guide me to the bow. Here, again the changes have been wrung, with an elevated bulkhead (to ensure headroom below) with shallow lockers around the double sunbed. Given that fuss-free anchoring is a major part of this style of boat, Riviera has ensured that the rode is adequate for all conditions, thanks to a deep locker that avoids chain build-ups and an oversized electric Muir windlass/capstan with manual override to control the quality Ultra anchor that's integrated into the bow. Equally good is the large cleating midships and all round for when you go alongside the fuel dock.

Hull construction continues in the well-proven hand-laid laminated technique with solid GRP around keel and other key underwater areas. Elsewhere, its cored laminate on decks and cabin top to maximise insulation. Structure includes watertight collision bulkheads and wide longitudinals, while the outer skin is vinylester to prevent osmosis.

Engine access is via the aft cockpit with another hatch behind it for the optional Seakeeper 12 stabiliser fitted to our review boat. Climbing down the steps reveals a spacious engine room with pride of place given to the twin Volvo D11 725HPs and key oilways and filters easily accessed around them. Standard are the 600HP models, and Riviera assured me that both could break the 30 knot speed barrier.

Broadwater Cruise

Sitting at the wheel, I gazed out among the myriad of craft on the Gold Coast Broadwater as the 505 SUV propelled me towards the misty skyline at Surfers Paradise, so it wasn't until some cardinal marks flew past the window that I realised we were doing 29 knots; such was the quiet and smooth ride afforded. My only input had been to push the throttles, as the vertical tabs automatically trimmed our bow down until retracting to minimise drag.

Acres of window space also added to the effortless feel, inducing me to throw the 505 into a tight turn, while quickly glancing aft to check for other vessels. This velocity also was the cruising speed for the 505, so I noted the fuel consumption as being 232 litres per hour (for a range of 420 miles) before I pushed the throttles down to check if the 505 was a real sports cruiser, so able to break the 30 knot barrier; which it did with ease before maxing out at 34 knots.

Predictable handling such as gently healing into turns, is a Riviera trait, as is the solid feel of the hull as it slammed into the wakes of other vessels. Finally, slowing side-on to the stiff breeze I manoeuvred us towards a mooring at South Stradbroke island with a few turns of the joystick, just to remind me how this technology is intuitive and so impressive, as was the entire Riviera 505 SUV package. ⚓