

# Three of a Kind

*Shortly after their release at SCIBS, Barry Thompson had an exclusive all in one review of the new trio of Riviera Platinum Series Sport Yachts before they were shipped off to their respective owners.*

When Riviera launched their first Sport Yacht, the 3600 SY around 14 years ago they set the standard for over 500 Riviera Sport Yachts that would follow. Since then the Riviera Sport Yacht range has developed into one of the most popular brands of this genre not just locally but also on the international market.

While the humble 3600SY started the line, the product we see today is hugely different, more sophisticated and to a far higher standard of presentation, appointments and finish. Until the recent Sanctuary Cove Boat Show, the Sport Yacht line up stood at three models; 4800, 5400 and 6000. Riviera used SCIBS to unveil a full new line up of Sport Yachts they call the Platinum Series. The Platinum Series has been developed to not only celebrate the design and overall success of their Sport Yacht range but to take them to another level, in terms of style, finesse and design.

"It is a wonderful celebration of the inspired and time-proven design of our Sport Yacht range around the world. Over the past 14 years, Riviera has launched over 507 Sport Yachts " says Riviera owner Rodney Longhurst.

"With the Platinum Edition Sport Yachts, we offer the unmistakable addition of hardtops and targa arches presented in Riviera Platinum Silver, along with a silver/grey upholstered sunbed on the foredeck. Electronic arrays, air vents and boot tops are rendered in a stealth-like black finish.

"Their beauty also runs deep with a raft of premium, state-of-the-art features such as Sunbrella fabrics, high-gloss walnut

timber cabinetry and trim, pure wool carpet underfoot in the staterooms and in-vogue lounges upholstered in soft-touch fabrics."

Complementing the lounges are new Recaro sports helm seats with Alcantara inserts and contrasting diamond hand-stitching. Elsewhere are Sunbrella fabric headliners and wall linings, while bathroom flooring has a new luxe Corian finish. Accommodation options for the Platinum Edition range from two staterooms with two bathrooms aboard the 4800 Series II to the choice of two or three staterooms with two bathrooms onboard the 5400 up to three or four staterooms with three bathrooms and impressive layout options on the flagship 6000.

The highly efficient hull designs draw on both Volvo Penta, and Riviera's extensive experience with the Inboard Propulsion

System (IPS) fitted to more than 700 Riviera vessels. From an engineering perspective, all Platinum Edition Sport Yachts can be gyro stabilised.

Rodney Longhurst concluded: " Our brand is synonymous with ultra-luxury, superior design, and supreme blue-water sea-keeping capabilities, and these new motor yachts, with their distinguished bloodline, will continue to advance our global standing."

With the announcement of the Platinum Series the previous 4800, 5400 and 6000 Sport Yachts have been discontinued and replaced with their Platinum equivalent. The pricing is a

little more, but for what you get, you would expect it to be. The 4800 Series II Platinum Edition is priced from \$1,361,600, the 5400 Platinum Edition is priced from \$1,837,200 and the 6000 Platinum Edition is priced from \$2,499,800. I was able to run all three boats in the same morning on the Gold Coast Broadwater and they performed superbly. I was impressed with the quietness, especially at cruise speeds and how dry the boats are. They were also extremely easy to drive and very responsive. They are hard to fault when it comes to handling and performance.



RIVIERA PLATINUM SERIES  
RIVIERA 4800 PLATINUM II



**O**f all three new Platinum Series boats, the 4800 has had the most significant number of changes and hence is now rebadged the 4800 Platinum Series II. The power is now the larger Volvo Penta IPS800s, (was IPS700) and accordingly, the waterline has been extended underneath the boarding platform. This is to give more buoyancy and to be able to provide enough space to take a gyro.

The extra power also means a few more knots, with the 4800 Platinum Series II topping out at just shy of 35 knots. Best cruise is around 2700 rpm @ 28.2 knots, which returns figures of 198 lph/7.03lph and a range of 269nm.

The cockpit has also come in for some changes with the bbq moved from the transom to the port side, which has also created an entire wet bar area with double grill and sink. There are now a pair of electric overhead sunroofs

that bring in more light and fresh air into this super entertainment area.

Inside the standard timber is now gloss walnut, which suits the Euro-style palette that is prevalent through the entire Platinum Series. Other timber options such as Oak are also available.

While the basic layout of the 4800 remains the same in the saloon and the accommodation areas, there are significant upgrades. The helm seats are now Recaro, and the dash has been reconfigured to make it a little more ergonomic and aesthetically pleasing. The leather has been replaced by the more tactile Sunbrella material, which is used extensively throughout the boat.

There are also some subtle changes in the downstairs area such as a reconfigured ensuite, lighter coloured hard wearing flooring and carpet upgrades. The 4800 Platinum Series II is a two cabin, two bathroom boat.



#### SPECIFICATIONS

<b>Model:</b>	Riviera 4800 Platinum II
<b>Power:</b>	2 x Volvo Penta IPS15@600hp
<b>Drive:</b>	IPS15
<b>Max Speed:</b>	34.5 knots
<b>LOA:</b>	15.27m
<b>LOH:</b>	3.93m
<b>Beam:</b>	4.70m
<b>Bridge Clearance:</b>	4.70m
<b>Draft:</b>	1.25m
<b>Displ (Dry):</b>	18,565 kg
<b>Fuel:</b>	2100 litres
<b>Water:</b>	400 litres
<b>Sleeping Cap:</b>	5 persons

#### FUEL & PERFORMANCE DATA

RPM	Knots	L/h	L/NM	Range(NM)
600	5.1	6	1.200	1500
1200	8.7	27	3.200	590
1500	9.9	58	5.900	320
1800	11.1	97	8.800	210
2100	16.0	134	8.400	220
2300	19.2	159	8.300	220
2500	23.9	179	7.500	250
2700	28.2	198	7.100	260
2900	32.1	219	6.900	270
3000	33.5	231	6.900	270
3085	34.5	249	7.300	250

Range is based on 90% of useable fuel



RIVIERA PLATINUM SERIES  
RIVIERA 5400 PLATINUM



RIVIERA PLATINUM SERIES  
RIVIERA 6000 PLATINUM



**R**IVIERA has not changed a lot on the 5400 as they felt it was about as good as they could make it. However it does have the full Platinum upgrade including new benchtops, vanities, bathroom floors, headliners and bulkhead fabrics. The first 5400 Platinum was presented with the optional satin Oak timber as a point of difference, which was the choice of the owner. Unlike the helm and cockpit of the 4800 and 6000, the 5800 remains unchanged. A lot of the timber joinery has been replaced with a light two-pack finish which helps to accentuate the openness

and space in the saloon and accommodation spaces. The three-cabin layout with two bathrooms has proven very popular. There has been a change to the bathroom detailing in the 5400, much the same as the other models. The 5400 Platinum runs the same Volvo Penta IPS950 as the 6000 Platinum and is 2200 kgs lighter. Top speed is 34.5 knots compared to 28.6 knots for the 6000 Platinum. While the 5800 Platinum has a best cruise at 2300rpm @ 28.7 knots, the 6000 Platinum gets that at 2100 rpm @ 20.8 knots. Correspondingly the range is 340nm to 347nm, slightly in favour of the 5400 Platinum.



#### SPECIFICATIONS

<b>Model:</b>	Riviera 5400 Platinum
<b>Power:</b>	2 x Volvo Penta D11-IPS950@725hp
<b>Drive:</b>	IPS2
<b>Max Speed:</b>	34.5 knots
<b>LOA:</b>	17.46m
<b>LOH:</b>	15.93m
<b>Beam:</b>	.88m
<b>Bridge Clearance:</b>	5.05m
<b>Draft:</b>	1.45m
<b>Displ (Dry):</b>	24756 kg
<b>Fuel:</b>	3000 litres
<b>Water:</b>	800 litres
<b>Sleeping Cap:</b>	6 persons

#### FUEL & PERFORMANCE DATA

RPM	Knots	L/h	L/NM	Range(NM)
600	5.4	10	1.900	1400
1300	9.6	74	7.800	340
1500	11.0	113	11.000	240
1900	20.1	160	8.000	330
2100	24.4	186	7.700	350
2300	28.7	224	7.900	340
2400	31.0	244	7.900	340
2500	33.2	265	8.000	330
2570	34.5	280	8.200	320

Range is based on 90% of useable fuel

**T**HIS is the flagship of the fleet and is certainly an impressive looking beast. The new silver and black livery accentuate the brilliance of the Platinum Series. If you think the 6000 Sport Yacht is a great looking boat, then you're going to love the 6000 Platinum.

There are not so many changes to the layout from the previous 6000 Sport Yacht, but the higher level of finish and presentation is evident throughout. The BBQ, for example in the cockpit has been finished in the Platinum silver and the Sika in the teak decks, is gone from black to silver grey. A small detail perhaps but one that gives the cockpit a lighter finish.

Inside the Walnut high gloss is now standard, as are solid surface bench tops with a waterfall feature and Sunbrella fabrics.

Like the other two models, the helm seats have been upgraded to Recaro, and the dash has been redesigned to key in with the new styling. You have the option of 2 or 3 cabins with two bathrooms and a variety of layout options in the atrium lounge area. The master suite can be either full beam with a port lounge or formed with an ensuite complete with switch glass.

Power for the new 6000 Platinum Series stays the same as the 6000 Sport Yacht, with twin Volvo Penta IPS950 returning a top speed of 28.6 knots. This gives the vessel a range of 311nm using 136 lph, but when you drop that back

to the best cruise of 2100 rpm @ 20.8 knots, this improves to the 340nm range and fuel usage of 91 lph/8.73 lphnm. ⚙

#### SPECIFICATIONS

<b>Model:</b>	Riviera 6000 Platinum
<b>Power:</b>	2 x Volvo Penta D11-IPS950@725hp
<b>Drive:</b>	IPS2
<b>Max Speed:</b>	28.6 knots
<b>LOA:</b>	19.30m
<b>LOH:</b>	17.60m
<b>Beam:</b>	5.38m
<b>Bridge Clearance:</b>	5.50m
<b>Draft:</b>	1.45m
<b>Displ (Dry):</b>	26964 kg
<b>Fuel:</b>	3300 litres
<b>Water:</b>	800 litres
<b>Sleeping Cap:</b>	8-10 persons

#### FUEL & PERFORMANCE DATA

RPM	Knots	L/h	L/NM	Range(NM)
600	4.5	9.3	2.100	1400
1300	8.8	63.3	7.200	410
1500	9.0	102	12.000	240
1700	12.4	130.7	11.000	270
1900	16.9	148.7	8.800	330
2100	20.8	181.3	8.800	330
2300	24.3	230.3	9.500	310
2400	26.5	252.7	9.600	300
2500	28.6	272.7	9.600	300

Range is based on 90% of useable fuel