

SOUTHERN Boating® & Yachting

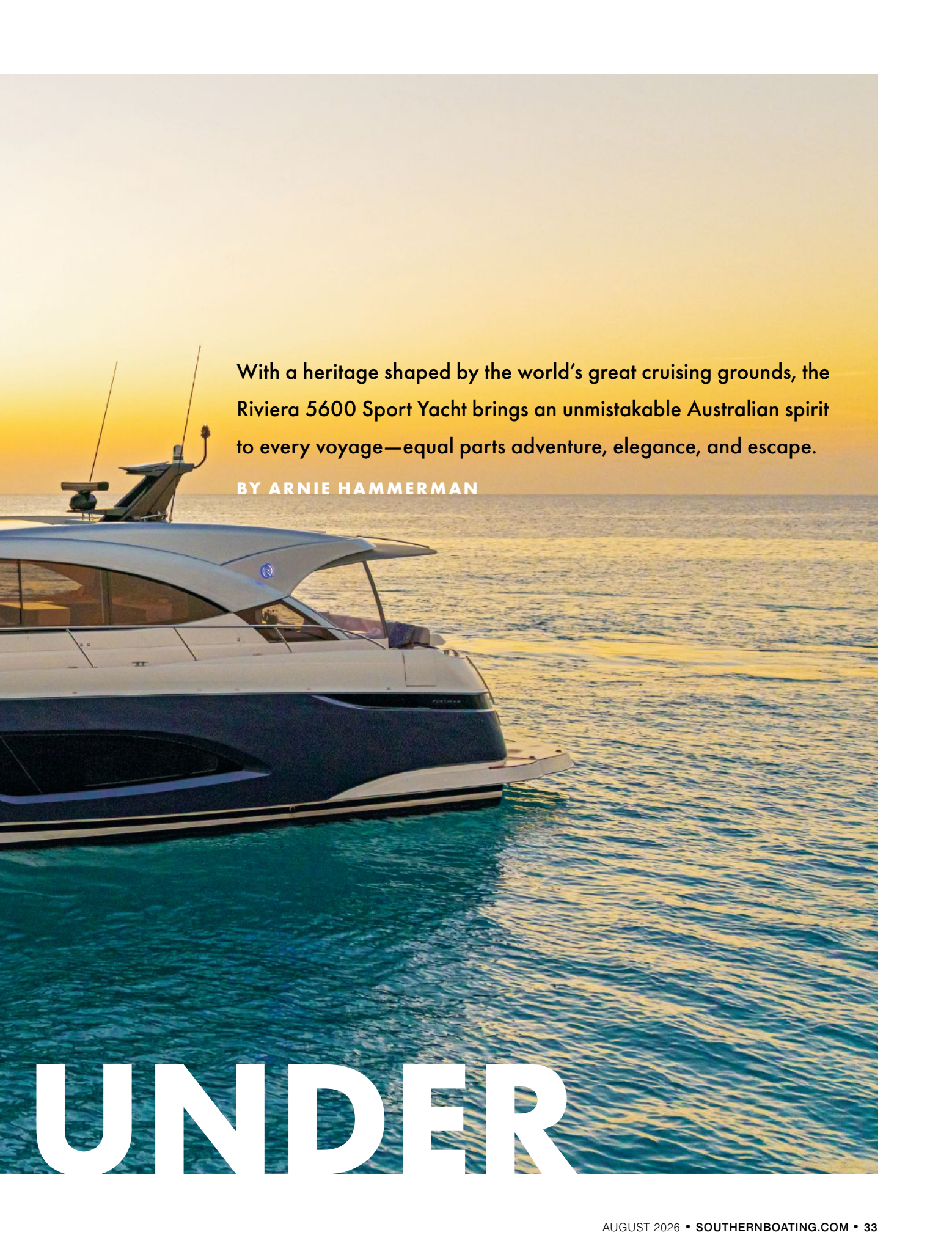
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TAP INTO LUXURY



The
DELIGHT *from*
DOWN

A photograph of a Riviera 5600 Sport Yacht on the water during sunset. The yacht is white with a dark blue stripe and is positioned on the left side of the frame. The water is a vibrant blue-green, and the sky is a warm orange-yellow. The yacht's name 'Riviera' is visible on the side.

With a heritage shaped by the world's great cruising grounds, the Riviera 5600 Sport Yacht brings an unmistakable Australian spirit to every voyage—equal parts adventure, elegance, and escape.

BY ARNIE HAMMERMAN

UNDER

Right: This outdoor entertaining area connects to the interior via a powered pop-up window. **Opposite:** The elevated helm is adjacent to an L-shaped lounge that allows guests to enjoy the view while underway.



I've long been A FAN

OF AUSTRALIAN-BUILT BOATS, HAVING VISITED THE Riviera factory on several occasions and spent time cruising the country's waters. Australia's rugged coastline demands boats that are built tough, and because Australians tend to use their boats much like Americans do, the layouts feel immediately familiar and highly functional.

I first spotted the new Riviera 5600 Sport Yacht at this year's Miami International Boat Show on Collins Avenue and was thrilled to reconnect with some of my Australian friends. Among them was Stephen Milne, Riviera's director of brand and communications, who gave me a personal tour of the boat. I came away thoroughly impressed.

New Rivieras like the 5600 have come a long way from the flybridge fishing boats the company first brought to Florida in the 1980s. While you could certainly cast a line from the 5600, it is, at its heart, a luxury cruiser, with multiple gathering spaces designed for relaxing and entertaining, along with accommodations spacious enough for several couples or families to enjoy extended adventures lasting days—or even weeks.

As I admired the craftsmanship, thoughtful layout, and quality of the finishes, Stephen and I came up with a plan: I would experience the 5600 the way it was meant to be run—in Australian waters. I already had a trip to New Zealand on the calendar, so I added a stop in Australia to put the new Riviera 5600 Sport Yacht through its paces.

A few weeks later, I found myself riding with my good friend Helena, who lives in Sydney, on the 45-minute drive to a place called Bobbin Head. The Riviera was waiting for us at Empire Marina in Ku-ring-gai Chase National Park, a vast, forested wilderness about 20 miles from the sea that Australians simply call “the bush.”

Our Australian hosts met us at the dock, and before long we were making our way up Cowan Creek. The marina disappeared around the first bend, leaving only our wake gently lapping against the rocky shoreline. Ahead, the waterway was framed by eucalyptus-covered hills stretching as far as the eye could see. While we didn't spot any kangaroos or koalas, I couldn't help imagining they were

just beyond the trees.

As I eased the throttles forward, the scene had an almost *Apocalypse Now* feel—minus the tension—as we sliced through the calm water. When the creek widened and another channel joined in, I finally had room to put the 5600 through its paces.

Soon I was carving tight turns at 24.5 knots, the twin Volvo Penta IPS 950s humming effortlessly at 2,200 rpm while shedding less than two knots through loops just two to three boat lengths across. The handling was impeccable. I measured only 4 degrees of heel as the yacht leaned confidently into each turn, crossed its own wake, and transitioned seamlessly into the opposite arc to trace a perfect figure eight.

Bringing the boat to a complete stop, I buried the throttles. The 5600 climbed quickly onto plane and continued accelerating to a top speed of 31 knots. At a brisk cruising speed of 27.8 knots and 2,400 rpm, the Riviera consumed 68.8 gallons per hour, translating to approximately 11.4 hours of running time and a range of 317 nautical miles while maintaining a 10 percent fuel reserve.

The Riviera 5600 Sport Yacht is a substantial, well-appointed yacht that handles like a much smaller, sportier boat. It's genuinely fun to drive. The adjustable helm seat and matching companion seat are comfortable and provide easy access to the wheel, throttles, controls, multifunction displays, and instruments. Visibility through the two-panel windshield is excellent, while the corner mullions are slim enough that they rarely interrupt sightlines.

The helm is slightly elevated, as is the L-shaped lounge opposite, creating a layout where everyone has a comfortable seat with a clear view underway and remains close enough to the helmsperson to be part of the conversation. Opening side windows and a large overhead sunroof flood the space with natural light and fresh air whenever the weather cooperates.

I mention *Apocalypse Now* because of the way the river seemed to wind endlessly through the bush, not because our experience had anything in common with the film. Instead of a patrol boat full of sweaty soldiers, we were three guys and a Dutch-Australian friend enjoying the air-conditioned comfort of a beautifully equipped yacht built for adventure without sacrificing luxury.

To get a better sense of what the 5600 had to offer beyond the helm, I reluctantly handed the wheel to Simon from R Marine Sydney and set off to explore the rest of the boat.

The Riviera 5600 Sport Yacht is luxuriously appointed with plush fabrics, stylish stone countertops, and beautifully finished cabinetry. Yet despite its upscale finishes, it never feels ostentatious. Whether

WHILE YOU CERTAINLY COULD CAST A LINE FROM THE RIVIERA 5600, IT IS, AT ITS HEART, A LUXURY CRUISER, WITH MULTIPLE GATHERING SPACES DESIGNED FOR RELAXING AND ENTERTAINING.



that's simply Australian hospitality expressed through thoughtful design or something uniquely Riviera, the salon is an inviting space that encourages you to linger—playing cards, enjoying good conversation, or settling in to watch a movie or the big game on the flat-screen TV.

A companionway leads to the accommodations deck below. The full-beam owner's stateroom offers 6 feet, 5 inches of headroom, a king-size island berth, generous drawer storage, multiple hanging lockers, and a private ensuite head with a separate shower. Large hullside windows flood the cabin with natural light, while opening portlights provide welcome fresh air at anchor.

While underway, I measured just 75 dB in the owner's stateroom—about the same noise level as a household vacuum cleaner. Considering the cabin sits adjacent to the engine room, it's an impressive testament to Riviera's sound insulation.

The foyer includes a washer and dryer along with a convenient

counter for folding laundry and storing linens. Forward, the VIP stateroom features a queen-size island berth and ensuite access to the shared day head. A third guest cabin offers twin berths that can be converted into a double, making the layout equally well suited for three couples cruising together or families traveling with children.

The high-gloss walnut joinery on this boat immediately caught my eye. Riviera also offers matte finishes along with alternative timbers, including oak, cherry, and teak, as well as a wide selection of fabrics, colors, and textures to personalize the interior.

During my visit to the factory, I watched Riviera's robotic sanding and varnishing systems at work, with cabinetry panels passing through multiple cycles to build up perfectly even coats. High-gloss finishes still require additional hand-applied varnish to achieve their mirror-like depth, although the company continues to refine the process with an eye toward greater automation.



Left: The roomy master stateroom has a queen-size island berth and is surrounded by sleek, high-gloss walnut cabinetry. **Below:** A third guest cabin features twin berths that can remain separate as shown or pushed together to create one spacious bed.



While we were still underway, I returned to the salon to take it all in. Riviera's single-level living concept centers on a fully equipped galley positioned between the salon and the aft mezzanine, making it equally convenient for serving guests inside or out. Two stools at the forward edge of the galley create an inviting spot to enjoy a morning coffee or evening cocktail while keeping the cook company.

To starboard, a powered pop-up window opens to connect the galley directly with the outdoor entertaining area, seamlessly linking the interior to the aft lounge and alfresco dining table. Opposite, a portside counter incorporates an electric grill whose lid doubles as additional serving space. Buyers can choose either a short or long hardtop over the cockpit. Both versions include an opening sunroof, while the longer hardtop can also be equipped with an electrically operated shade that extends aft of the cockpit settee for additional protection from the sun.

The raised mezzanine cockpit serves as the hub of the yacht's outdoor living spaces, but generous side decks with sturdy handrails make it easy to move forward to the bow lounge. Here, a table, adjustable sun pad backrests, and integrated drink holders create an inviting spot to relax while enjoying the tranquility of a secluded anchorage. An optional awning supported by poles provides welcome shade. At the business end of the bow, you'll find dedicated storage for lines and fenders, a windlass with remote controls, fresh- and saltwater washdowns, and a 99-pound stainless-steel Ultra anchor with its ground tackle.

As we wound our way back down the river, civilization gradually returned and the marina came into view around the bend. Before entering, we activated Volvo Penta's Dynamic Positioning System (DPS), which held the yacht effortlessly in place while we rigged fenders and dock lines. From there, we shifted control to the portside cockpit wing station joystick—a feature I came to appreciate,

especially when backing into a slip, as it provides excellent visibility and a practical alternative to the main starboard helm.

Back at the dock, I took one last walk around the boat. Twin transom gates lead to a large submersible swim platform that automatically deploys integrated stainless-steel steps with teak treads as it lowers, providing safe and easy access to the water. Lowering the platform also reveals the transom garage, which accommodates a 3.3-meter (10-foot, 10-inch) tender. The platform itself doubles as a tender lift, allowing owners to carry a larger RIB, a second tender, or even a personal watercraft. It's a versatile arrangement that lets you tailor the setup to your cruising plans while keeping the cockpit uncluttered and securely stowing the tender for offshore passages.

The trip Down Under was well worth it for the opportunity to run the new Riviera 5600 Sport Yacht Platinum Edition. If anything, I only wished I'd had more time aboard. For buyers looking to make the experience even more memorable, Riviera offers the option of taking delivery at the Riviera Yacht Club adjacent to the factory. Company personnel provide a comprehensive walk-through of every onboard system before you cast off to explore Australia's spectacular cruising grounds on the voyage of a lifetime. When your adventure is over, the yacht can be shipped directly to your home port.

The Riviera 5600 Sport Yacht is a capable pod-driven cruiser that blends confident performance with genuine luxury. Equally at home entertaining a crowd or slipping away to explore remote anchorages, it delivers both comfort and capability in equal measure. If you're looking for a stylish, well-built yacht with true bluewater credentials, this latest offering from Down Under deserves a close look. 🦋

Specifications

LOA: 61'2"
Beam: 16'9"
Draft: 5'1"

Weight: 56,571 lb.
Power: Volvo Penta D11 IPS
950 x2

Cruise/Top Speed: 27/32 knots
(31/36.8 mph)
Range @ Cruise: 300-400 nm

Fuel/Water: 872/211 gal.
Contact: info@riviera.com.au