

THE WORLD OF LUXURY YACHTING

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EXPLORERS

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PRESTIGE X70
PEARL 62

RAY OF LIGHT

EVOLUTION OF RIVIERA'S SUV
DOMINANCE WITH THE NEW 645

Riviera 645

DAYZ LIKE THESE

Riviera pioneered the SUV concept. Now, as **Scott Alle** discovers, the leading Australian builder has delivered its most impressive evolution of the model line – the flagship 645.

During the darkest days of our COVID discontent last year, it was helpful to have a pet project. Long-neglected boat maintenance and repairs were finally tackled while the more industrious among us donned the overalls for ambitious refurbs. A select few, such as Ray and Jenny Haddrell, enjoyed the ultimate pandemic antidote – spending lockdown pouring over factory plans and updates for a semi-custom bluewater luxury cruiser.

In their case, it was a very special build indeed – the new Riviera 645 SUV, the first hull and stunning flagship of Riviera's highly popular six-model SUV range.

You could have forgiven the Victoria-based couple for being slightly apprehensive about the final result, especially given they weren't able to visit the Coomera yard on the Gold Coast during any stage of their boat's construction, but they needn't have worried.

In the 645, Riviera has delivered a highly accomplished, beautifully crafted and versatile vessel that fully harnesses the latest advances in marine technology to ensure its owners enjoy all aspects of their boating experience.

In many ways, *RayzAway* is the culmination of the Haddrells' accumulated boating wisdom gleaned from their previous six Rivs – a stat that must surely grant them some kind of VIP privilege at any Riviera marina or raft-up.

In any case, due to a happy confluence of factors (for me), I got to christen the 645 with

its first offshore outing before the Haddrells had even the chance to step aboard their pinnacle of Australian boatbuilding.

Arriving at Riviera's Coomera headquarters, I'm spirited away on a turbo-charged buggy tour of a bustling but unquestionably efficient facility before making my way down the ramp of the company's onsite marina.

The 645 immediately stands out alongside two of her Flybridge siblings. While she shares some of the 64 Sports Motor Yacht's engineering and hull, the 645 very much encapsulates the SUV philosophy. It's essentially two boats in one: combining the large cockpit of a Flybridge model and its offshore bluewater hull with all the ease of single-level amenities found on the Sport Yacht model.

A hand lay-up, moulded-fibreglass hull and deck with cored side decks, cabin top and hull sides, plus solid reinforced GRP keel and forward collision bulkhead, all contribute to the 645's passage-making credentials.

That pedigree is a big selling point in overseas markets where Australian boats have a largely deserved reputation for handling the kind of conditions that keep other brands in port hooked up to shore power.

I'm also impressed by the sheer expanse of natural teak real estate encompassing the 645's aft cockpit and hydraulic swim platform, which can support a tender up to 450 kilograms that can be deployed in just a few minutes. Removable rear and side railings on the platform are a welcome feature for safe, family fun on the water.

It's just a small step onto the aft cockpit through two transom side gates.

To starboard, there's a bar with a barbecue grill and sink while a top-loading freezer is housed to port. A central lounge is standard, but there is the choice of a bait tank with two handily located rod holders recessed into the coaming.

There is ample room on this deck for sunset cocktails before guests gravitate to the mezzanine deck for alfresco dining around the high-gloss teak table. The splendidly crafted table folds for more informal soirees spent reclining on the L-shaped lounge. There's more lounging room to port on another bench lounge that converts into a double sunbed, boosting the overnight accommodations to ten people.

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AT A GLANCE

21.23 m

Overall length

5.8 m

Beam

51.5 t

Displacement (fully laden)

32 kn

Maximum speed

I fleetingly entertain the idea of heading to Sanctuary Cove, spending the next few hours chilling in this inviting space. Out of the full bite of the Queensland sun, it's still accessible to the water just a few steps away, however, it's a sparkling day and instead a run off South Stradbroke Island beckons.

Skipper Dean Brickell deftly manoeuvres the 645 out of the tight berth thanks to the joystick docking control portside in the cockpit, which gives excellent sightlines. There's another at the helm station where a pantograph door grants quick access to the starboard side decks. Working either of them in conjunction with the hydraulic bow and stern thrusters, you can get the 645 alongside a dock and hold it there easily. Soon, we're creeping down the Coomera River at just over 9 knots.

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As we settle back in the deliciously welcoming Italian Opacmare helm seats, the twin MAN V8s are barely noticeable at 1,100 rpm. Dean runs through the latest generation of the CZone digital switching network that can control all the 645's systems. Riviera has been using this software since 2007, but this latest edition has a bunch of tweaks that mean it has evolved into a complete vessel-management tool.

The CZone readout is displayed via new 7-inch screens at the helm and in the galley. Downloaded as an app, many owners use it for the Cruising, Entertaining, Sleep and Service modes, each with specific settings. For instance, when you go to bed, Sleep mode serves essentially as a battery saver – one nav screen will stay on, with fridges and bilges operating, but the rest of the entertainment functions will turn off.

The 645 is the first Riviera to have lithium batteries, resulting in weight and space savings; a focus throughout this boat that makes it feel nimble despite its imposing dimensions of 21.23 metres overall with a beam of 5.8 metres.

The helm displays are on equal par with the 645's other tech. A trio of Raymarine's new 24-inch Lighthouse Axiom XLs can be loaded with multiple skipper profiles, individualising charts and radar preferences. Dean's has an engine room, cockpit and 360-degree FLIR (thermal) camera, among other features.



The saloon is a blend of dark timber accents and a neutral colour palette of teal and sand, complemented by design flourishes such as subtle inlays and beautiful joinery. A sliding, stainless-steel-framed door can comprehensively seal off the alfresco deck from the saloon in harsh sea conditions. When things settle down, the two zones can be melded again with a fully opening hopper window and the door open.

This page: The main deck area blends seamlessly from forward helm and nav area to saloon, galley and cockpit. This hull features a warm palette and walnut wood with dark accents. The quality of both fit and finish highlights Riviera's push to be globally recognised as a top-tier builder.



Above: The generous midships cabin is separated from the engine room by an ensuite or utility room, meaning reduced noise on passage. Lower deck midships position also offers the most comfortable location on the boat in a seaway or anchorage swell.



I turned into and took beam on the biggest waves I could find but there was no unsettling the 645's composure.

The galley to port boasts high-quality appliances such as induction cooktop, combination oven/microwave with integrated grill, two refrigerated drawers and two freezer drawers.

There's also a cocktail cabinet with bottle storage and more back-up fridge space. The high-gloss walnut cabinetry is a highlight, and a satisfying array of deep drawers and lockers point to more than adequate storage for substantial sojourns.

An island bench that doubles for bar duty is the focal point for the galley, serving up the gastronomic requirements for the lounge that runs the length of the saloon to starboard or for a gathering at the foldaway table finished in premium leather that stows into a lounge.

Downstairs, the owners can choose between a three- or four-stateroom layout. There's

also the option of an additional stateroom, crew quarters or utility space. *RayzAway* is a voluminous four-stateroom configuration with utility room. The master utilises the 645's full beam, allowing a walkaround queen berth with headroom.

The sea is engaging through large hull windows, while opening ports on both sides are alarmed back to the ignition. Any open porthole will trigger an alarm.

Plush soft furnishings, thick carpets and high-quality fabrics and materials create a warm tone in each of the 645's cabins. This attention to interior ambience is where Riviera has worked hardest to fulfil its stated intention of being a recognised top-tier global luxury motor yacht brand.

The superior standard of finish, present here in the cedar-lined cabinets, a stylish portside chaise longue with storage below, and in the master ensuite's standard of fit-out and fixtures, is more evidence of quality. So too is the separate stall shower with glass partition, frameless glass door and rain showerhead.

The large VIP in the bow meets the owners' desire for more space, where a large double berth lifts up with gas struts to reveal storage space and drawers underneath. There's also private access to the ensuite that is shared with the guest cabin to starboard, which has upper and lower berths.

The port guest stateroom has two generous single berths that slide together to form a comfortable double.

Meanwhile, the utility room aft of the master stateroom is a big hit with owners. Housing a premium washer and dryer plus spacious storage, including a large benchtop, there's also the option for a crew cabin with one adult-sized bed and private adjacent day head.

This catalogue of features is admirable enough, but it was the smooth power and astonishing quietness of the 645 when I put the throttle down outside the Gold Coast Seaway that left a lasting impression.

At full lock doing 24 knots, the Humphree stabilisers with Active Ride Control and coordinated turn kept the big SUV tracking tightly with virtually no digging in or diminution of speed. In an attempt to find some swell, we ran parallel to the surf break. I turned into and took beam on the biggest waves I could find but there was no unsettling the 645's composure.

RayzAway is bound for Hamilton Island in late August, taking a month to cruise the 1,600 nautical miles. It will ably deliver its owners there in enviable luxury, style and safety. [O rivieraaustralia.com](http://rivieraaustralia.com)

[SPECIFICATIONS](#)



Left: The optional utility room provides additional storage, worktop space, full laundry and even customisable storage for leisure gear such as fishing rods. Its flexibility and utility will likely prove very popular with those seeking to use the 645 to its full SUV long-haul capabilities.



Riviera 645



1

PROFILE

Distinctive Riviera DNA shows through in profile. Sleek lines belie size and the versatility of interior and exterior spaces. SUV hull gives confidence for more adventurous cruising.



2

MAIN DECK

Sociable areas abound with a generous foredeck cockpit complementing the aft cockpit and dining area. Saloon and galley will be comfortable thanks to low centre of gravity.



3

LOWER DECK

Layout showing optional fourth cabin/ crew cabin and also aft utility room, which offers additional storage, work bench and other functionality. Perfect for long-haul cruising and autonomy.



SPECIFICATIONS

| | |
|--------------------------------------|------------------------------------|
| Builder | Riviera Australia |
| Model | 645 SUV |
| Country of build | Australia |
| Designer | Riviera Australia and 4D Designs |
| Year of build | 2021 |
| LOA (length overall) | 21.23 metres |
| Beam | 5.8 metres |
| Draft | 1.62 metres |
| Displacement (fully laden) | 51.5 tonnes |
| Classification | CE CAT B |
| Hull and superstructure construction | GRP |
| Engines | 2 x MAN V8 1300 (MAN V12 option) |
| Output | 2,600 mhp total (1,550 mhp option) |
| Propellers | Veem |
| Drive train | Seatorque |
| Stabilisation systems | Seakeeper Gyro stabilisers |
| Gearbox | Twin Disc |
| Speed (max) | 32 knots (MAN V8 1,300 mhp) |
| Speed (cruise) | 28 knots (MAN V8 1,300 mhp) |

| | |
|----------------------------|---|
| Fuel capacity | 6,500 litres |
| Range | 379 nm @ 28.3 knots |
| Freshwater capacity | 750 litres |
| Blackwater capacity | 500 litres |
| Generators (main) | 22.5 |
| Bow thruster | Twin Disc Hydraulic |
| Stern thruster | Optional Twin Disc Hydraulic |
| Winches | Muir |
| Anchoring systems | Ultra |
| Navigation electronics | Raymarine Axiom Glass Bridge x 3 |
| Depth sounder | Raymarine CHIRP 570 Sounder |
| Underwater lights | Aqualuma Gen 4 Series 12 |
| Radios | Raymarine AIS700 |
| Galley appliances | Miele |
| Owner | Full-beam master |
| Guest berths | VIP plus 2 x twin |
| Standard warranties | 2-year express limited warranty; 5-year MAN extended limited warranty; 7-year structural limited warranty |
| Price (Australian dollars) | AU\$3.295 million |

32 knots

Speed (max)

28 knots

Speed (cruise)

6,500 litres

Fuel capacity

51.5 tonnes

Displacement

AU\$3.295 m

Price