

REFINED RADIANCE

WITH BLUEWATER CHOPS AND A SERIOUS FOCUS ON LIVABILITY, THE RIVIERA 5600 SPORT YACHT PLATINUM EDITION BUILDS ON A WINNING FORMULA. BY SAM WHITE



There's a difference between a boat that looks good at the dock

and one that reveals its true character once the lines are cast off. Riviera's 5600 Sport Yacht Platinum Edition falls squarely into the latter category. This is a boater's boat. It's designed not just to impress (which it easily does), but also to be used. Perhaps most important, it is also built to be trusted, even while cruising distant grounds in not-so-perfect weather conditions. ¶ The 5600 is the successor to the 5400, a model that saw roughly 200 hulls delivered worldwide. But Riviera didn't rush the replacement to market. Instead, the builder sought out and then incorporated owner feedback from all those previous boats. The yard's team refined systems, expanded volume and rethought key touchpoints. ¶ I stepped aboard Hull No. 1 at Stuart, Florida's Sailfish Marina on a lead-gray overcast spring morning with a steady 10- to 15-knot northeast wind. Conditions weren't glamorous, but they were perfect for revealing what this yacht is really about. ¶ Boarding was at the hydraulic swim platform, which adjusts to meet various dock heights. It's a simple feature, but one that underscores the boat's practical mindset. ¶ From there, a well-thought-out transom arrangement unfolds: a tender garage tucked beneath, accessed

BUILT IN AUSTRALIA

Riviera's 5600 Sport Yacht Platinum Edition traces its roots to the builder's facility in Coomera on Australia's Gold Coast. It's the largest yachtbuilding site in the southern hemisphere. With direct access to demanding offshore conditions, the company develops and refines its boats in an environment that rewards strength, practicality and seaworthiness. More than 900 craftspeople contribute to the process, drawing on over four decades of experience and the construction of more than 6,300 yachts.

via the transom or through the engine room, which has additional entry via the cockpit for engine or equipment checks underway. The cockpit itself is designed as an extension of the interior. To port are dual grills, refrigeration, an ice maker, a sink and stowage, along with a drop-down television. Owners can choose between two hardtop configurations, one prioritizing sun exposure, the other offering deeper shade. ¶ Docking controls can be positioned on either side of the cockpit, a feature that becomes invaluable when cruising shorthanded. With joystick control at your fingertips, visibility and confidence increase dramatically. ¶ Then there's the aft bulkhead window. It's a deceptively simple design that flips upward on beefy gas struts with the twist of a locking lever. No motors or hidden switches, and no fuss. Just a clean, reliable mechanism that instantly opens the salon to the cockpit. It's a reminder that sometimes the smartest engineering is the least complicated. ¶ Step inside this boat, and the emphasis on usability continues. The galley is aft, right where it belongs for entertaining and passagemaking. Stowage includes corner cabinets that make use of space that's often wasted. The convection



64'2"
LENGTH
OVERALL
—
16'9"
MAXIMUM
BEAM



Note the strong connection to the outdoors on the aft deck and through the wide master stateroom window.



REVIEWED / RIVIERA 5600 SPORT YACHT PLATINUM EDITION / A serious bluewater performer





300 MILES

RANGE AT 24 KNOTS

ALL PHOTOS COURTESY OF RIVIERA

REVIEWED / RIVIERA 5600 SPORT YACHT PLATINUM EDITION

TENDERS AND TOYS

The 5600 Sport Yacht Platinum Edition has a tender garage in the transom. With the hydraulic platform lowered, owners can deploy a RIB using rollers. Or, this space can house a wide range of toys, from scuba gear and Seabobs to paddleboards, e-bikes and more.

microwave and induction cooktop are sized with actual cruising in mind. Owners can opt for curated crockery packages with custom stowage, a touch that's indicative of Riviera's attention to detail. ¶ Interior finishes can also be tailored to owner preference, with options including walnut, cherry and white oak in satin or gloss. It's a palette that leans toward understated elegance. The salon is bright and open, with side windows and 78 inches of headroom at the helm. To port, an L-shaped settee surrounds a folding table, with ottomans that can be stowed. Opposite the helm, guest seating allows companions to stay engaged underway. ¶ One standout feature is the pair of sliding side windows, each 36 inches tall. Open them up to enjoy the breeze or to communicate with crew on either side when handling lines or fenders. The helm itself is 48 inches wide with twin Garmin displays integrated with Volvo Penta's system architecture. Physical controls are thoughtfully retained along with touchscreen interfaces, including a manual keypad underhand and adjacent to the joystick, handy in rough conditions. ¶ Power comes from twin 725 hp Volvo Penta D11 IPS950 diesels, paired with a DPS joystick system. Optional Dock Assist technology adds another layer of precision. In the weather conditions we faced, this setup proved its worth. A gusting crosswind pushed hard across the bow, and an outgoing current ripped in the other direction. The skipper used Dock Assist to line us up and then gently ease the Riviera astern, foot by foot, into a tight slip. The system reduces stress and expands confidence, especially for owner-operators. ¶ Out on the water, the 5600 is capable and composed. At a cruising speed of 21 knots, the

boat burns 44 gallons of fuel per hour at 2,000 rpm with engines loaded to 68 percent. Bump it to 24 knots, and the fuel burn increases to 55 gph at 80 percent engine load. With 872 gallons of fuel, that's a range of 300 miles with a 10 percent safety reserve. Wide-open throttle tops out at 31.6 knots. ¶ Also notable is the sound level, just 65 decibels at cruise. Normal conversation at the helm is no problem. For longer passagemaking, an eco-cruise of 8 knots burns just 15 gallons per hour, good for a range of nearly 420 miles between fuel stops. ¶ The foredeck is a destination unto itself with a U-shaped lounge, a table and sunpads with adjustable backrests. It's a space equally suited to quiet mornings or sunset gatherings. Importantly, it feels removed from the activity aft. When the cockpit party is in full swing, the bow offers a retreat, another example of thoughtful zoning. ¶ Belowdecks, the layout emphasizes accessibility and comfort. Grab rails are throughout the lower deck, reinforcing the yacht's offshore credentials. The full-beam, en suite master stateroom is aft with no steps to navigate, and with 65-inch headroom. Even the shower's sump pump is easily accessed. ¶ Forward, the VIP stateroom has stowage for days of cruising, while the port guest stateroom has side-by-side berths that convert to a queen. ¶ Riviera's 5600 Sport Yacht Platinum Edition is a yacht built for people who spend time on the water, and who value systems that work, spaces that make sense and performance that inspires confidence. It's the kind of boat that earns its reputation over thousands of nautical miles logged beneath the keel. ♣

FEEDBACK IN ACTION

The 5600 Sport Yacht Platinum Edition is an evolution of its predecessor, the 5400. Riviera leaned heavily on owner feedback. Interior volume was increased without compromising performance. Stowage was rethought, with previously underutilized spaces now put to work in more practical ways.

872 GAL.
FUEL
CAPACITY
211 GAL.
FRESHWATER
CAPACITY

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