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Lakeland BOATING

MAY 2020



BELIZE 66 DAYBRIDGE

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SPOTLIGHTS

AVIARA ★ BOSTON WHALER ★ JEANNEAU ★ SEA RAY



DISPLAY UNTIL
MAY 31, 2020

\$4.99





BELIZE 66 DAYBRIDGE

» SPECIFICATIONS

LOA: 69'3"
Beam: 17'11"
Draft: 5'5"
Weight: 84,911 lbs.
Fuel Capacity: 1,188 gals.
Water Capacity: 185 gals.
Standard Power: 2 x Volvo
Penta D13 1350
MSRP: \$3,622,977
RIVIERAAUSTRALIA.COM

» DEALERS

Bay Marine
BAYMARINE.NET

Lake Michigan Yacht Sales
LAKEMICHIGANYACHTSALES.COM

Onekama Marine
ONEKAMAMARINE.COM



- ✓ Styling that stands out.
- ✓ Solid performance; smooth and comfortable even in rough conditions.
- ✓ Full-beam master and multiple cabin layout options.
- ✓ Attractive finishes with multiple gathering areas.
- ✓ Tender garage discreetly holds a 10-foot, 6-inch RIB with a 40-hp Yamaha.



Watch the video at
LAKELANDBOATING.COM!

Delivering comfort and pizzazz. **Belize** *66 Daybridge*

PHOTOS COURTESY OF BELIZE



The Belize 66 Daybridge made a big splash during her American debut at the 2019 Fort Lauderdale International Boat Show, a year after the Sedan version arrived (check out *Lakeland Boating's* story in May 2019, p. 40).

The new Daybridge model shares many great features with the Sedan but has added benefits. The bridge expands the usable interior of the main deck by converting the lower helm station into more living space. The Daybridge provides unprecedented visibility when cruising, as well as an open helm station. A retractable sunroof in the hardtop affords protection from the elements or can bring sunshine to the helm and adjacent seating. The entire bridge is a large, comfortable lounging and gathering area where owners and guests can relax away from the dock, or ride along near the helm underway.

The Belize line is designed to have a distinct look and feel,

which clearly carries through the 66 Daybridge. The sporty, slightly retro styling features high bulwarks forward, a near plumb bow and distinctive rounded hullside portholes. Decks flow gracefully back to the Daybridge where the hardtop neatly matches the overhang of the cockpit coach roof below creating a smooth, sculpted look. Other Belize hallmarks are bountiful accommodations, luxurious finishes, and boats that are easy to operate and fun to drive.

A true test

To run the Belize 66 Daybridge I met up with Chris McCafferty, international sales director for Riviera and Belize, on an overcast, blustery November morning in Stuart, Florida. The Belize 66 is a substantial vessel, 69 feet, 3 inches overall, with a beam of 17 feet, 11 inches, and a dry weight of 85,000 pounds. In a tight slip with gusts of wind straining our lines, things looked precarious, but getting

out of the slip and turning the boat on axis 360 degrees proved easy. McCafferty used the IPS joystick wing station in the cockpit and I carefully removed the lines from the pilings, hauling up fenders as we crept out under control. We then safely pirouetted through the wind, demonstrating that two people can easily handle this boat.

Eyeing the relative calm of the protected waterway to port, McCafferty half-heartedly asked me if I wanted to stay inside. He knew I wanted to test the inlet since facing adverse conditions is a rarity when reviewing boats. Having just delivered a powerboat from New England, I understood how rough it could be outside St. Lucie Inlet and wanted to see how the Belize would manage. The wind blew steadily at 18-25 mph, gusting to 30 mph. Large waves piled up on the bar as we cruised out at 22 mph. Having grown up on Lake

Michigan, I have experienced short wave periods and steep chop, and this was an excellent test of difficult conditions comparable to those on the Great Lakes.

Once outside, 6- to 9-foot waves plowed into our bow, but the Belize trudged through without a shudder. The boat has a bridge clearance of 25 feet, 2 inches, and we were 15 feet off the water on the substantial Daybridge but barely rolled thanks to the hull form and a Seakeeper 16 gyro stabilizer. The motion felt fine and spray didn't make it up to the helm where we sat protected.

Having proven enough, I nodded to McCafferty. Finding an opening in the wave pattern, we turned quickly across the seas and headed downwind. I took the helm, carefully surfing back in with a quartering sea — this was fun! Twin Volvo Penta IPS 1350s at 1800 RPM pushed us at a safe cruise of over 20 mph at 64% load, burning 51 gph.

Back inside the inlet, we continued testing in the relative calm. Starting from a dead stop, acceleration was smooth coming up on plane with little perceptible hump. Decelerating down from speed, we glided easily, passing underneath a bridge without pushing much water. Running figure-eights at 28 mph, the boat leaned gently in and lost less than 5 mph, even during hard cornering. Turn diameter was a tight two boat lengths, and lost speed resumed rapidly once centered. Overall, the Belize 66 Daybridge handles exceptionally well and is a pleasure to run.

Checking boxes

When it comes to accommodations, the Belize 66 delivers. Several cabin layouts are offered with three or four cabins and optional crew quarters. The boat I tested had the "Presidential" full-beam King bed master, which measured a roomy 150 square feet. Six feet, 3

inches of headroom was fine for me but could be limiting for some. The master head is also full beam and features a spacious rain shower.

The main deck of the Belize 66 offers a cozy cockpit seating area equipped with a fridge, icemaker and outdoor BBQ adjacent to a sizable, fully equipped galley.

The foredeck bow lounge has adjustable-backed cushioned seating, a table, speakers, drink holders and a sunshade. Built to exacting standards, Australian engineering combines with Taiwanese craftsmanship delivering proven quality. The finish is luxurious and well-appointed throughout, with high-end furnishings, satin-varnished American walnut panels, plush upholstery and stainless steel accents.

For anyone in the market for a boat this size, the Belize 66 Daybridge checks a lot of boxes and is worthy of a serious look. ★