



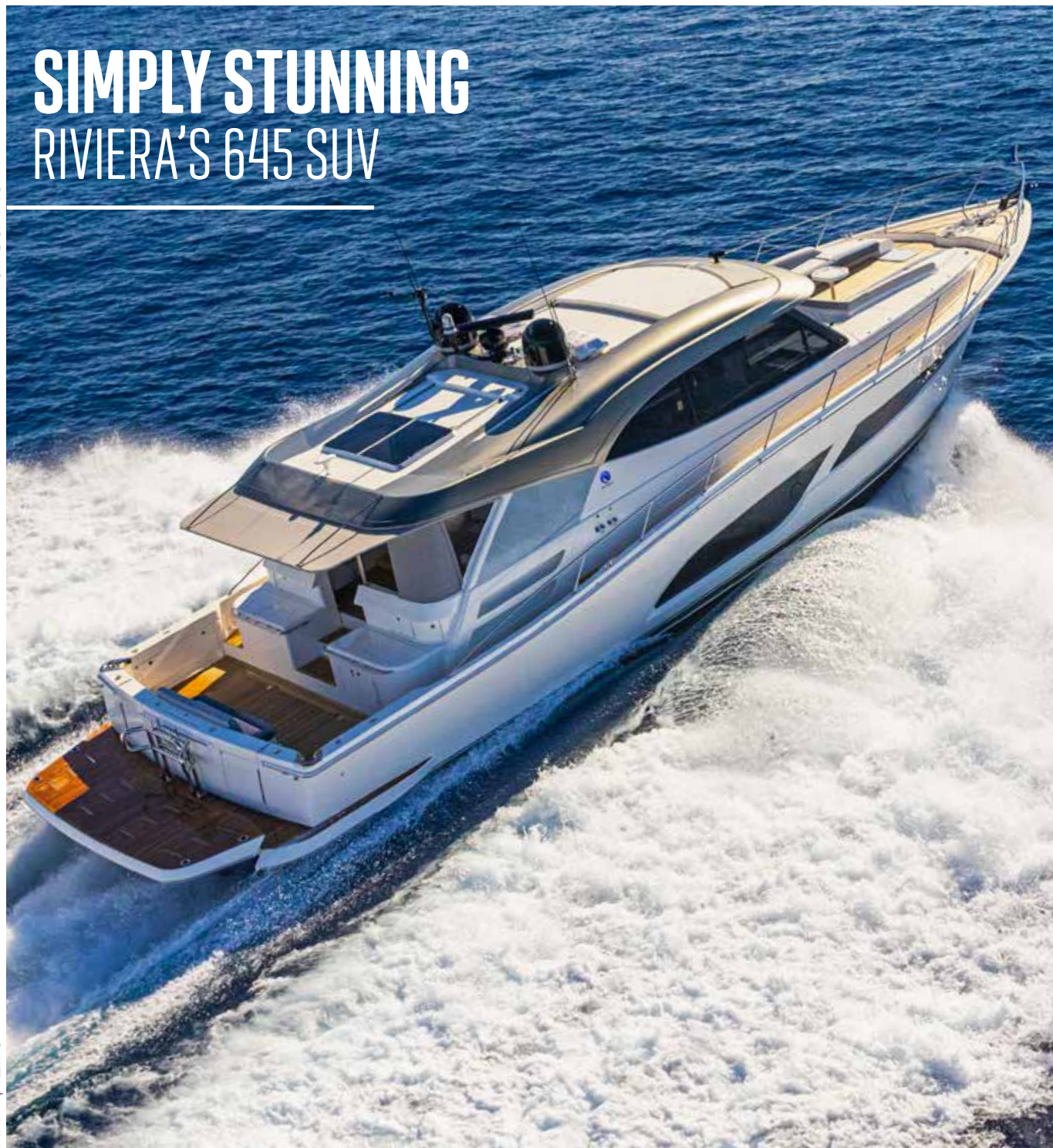
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CLUB MARINE

SIMPLY STUNNING RIVIERA'S 645 SUV

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**RIVIERA SKIPPER SCHOOL HAINES SIGNATURE 640SF BIG BAD BLACK BASS
TIN CAN TRAILER TRIPPING HULL SHAPES EXPLAINED TINNIE TOP ENDER**

SHOW STEALER

When it comes to wow factor and glamour, Riviera has taken things to a whole new level with its landmark new 645 SUV stunner.

When Ray Haddrell first heard of plans for Riviera's 64 Sports Motor Yacht two years ago, he told the company's CEO Wes Moxey, "Give me a call if you ever do an SUV version." *Rayzaway* is the culmination of that first phone call.

Having owned an impressive six Rivieras before their latest acquisition, Ray and Jenny Haddrell, from Melbourne, are the first to own a 645 SUV. It is the seventh consecutive Riviera they have owned, and their largest. They have actually owned two SUVs prior – a 565 (the actual boat again being the first out of the mould and reviewed by *Club Marine* just after delivery to the Haddrells), and a 575.

Debuted with much fanfare at the 2021 Sanctuary Cove International Boat Show, the



By Barry Thompson

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Riviera has ever built



645 SUV is the biggest and most sophisticated SUV Riviera has ever built and is the flagship of its fleet of six SUVs. It would be fair to say that the 645 attracted huge attention as it was proudly exhibited at the entry to Riviera's impressive marina display.

The SUV is described as the nautical equivalent of a crossover between a 4WD and a sedan. Riviera describes its SUV as a crossover between a flybridge cruiser and a sports yacht. The concept provides all the attributes and amenities of a one-

level sports yacht, with the internal living areas enhanced by the spacious indoor-outdoor alfresco deck and all its lifestyle features.

TWO TO CHOOSE FROM

The 645 SUV is available in two editions – the Classic and the Newport. *Rayzaway* is based on the Classic, which features elegant interior furnishings, a versatile foredeck entertaining space and four-stateroom accommodation. The Newport includes a distinctive Tungsten silver hardtop, a spacious foredeck sunpad, avant-garde saloon features, and three-cabin accommodation with a lower-deck lounge space.

The 645 SUV is way more than just an enlarged 575 – it has a very different layout, including an alfresco-deck dining area, bar, foredeck entertainment area, and island galley. The alfresco deck is the entertainment and living epicentre of the 645 SUV, with the semi-enclosed space offering a lounge to port that converts to a double daybed, and an L-shaped lounge to starboard that includes a generous drop-leaf teak table. Riviera says the space can be considered extra accommodation ... provided prevailing conditions are suitable, of course.

If you're into watersports and fishing, you'll feel at home on the 645 SUV. A rise and fall hydraulic swimplatform doubles as tender storage

Below: The 645 SUV is available in Classic or Newport variants, the former featuring a superb foredeck entertaining area.





The 645 SUV is way more than just an enlarged 575



Top: The aft alfresco deck zone is semi-enclosed, a hopper window enhancing the interior-exterior flow.

Above: The superbly appointed helm has everything expected of a luxury sports yacht.

Right: The expansive high-low swimplatform has the size and safety for the whole family to enjoy watersports.



and fishing platform, there's an optional three-seater transom lounge or livebait well, and an optional awning extending from the hardtop. The cockpit also comes with a fridge/freezer and a double Southern Stainless barbecue, plus triple hatch access in the teak sole.

The foredeck zone is a unique entertaining space, providing plush lounge seating for up to 12 people, an insulated ice bin, stereo, and locations for fenders and ropes. Four carbonfibre poles support a large sunshade. The Newport Edition has a bigger table and larger sunpad.

WARM AND FRIENDLY

The saloon is surrounded by high-profile windows, making this a warm and friendly space. The galley is along the port side, with a large island bench that provides more than enough space for two or more people to work side-by-side, prepping, serving or cooking. A walnut dining table is concealed behind the lounge and can be deployed simply by moving away four cushions and lifting the table up and out.

The centrally placed helm offers the option of two or three forward-facing luxurious leather helm seats, as well as three 24in screens and comprehensive system controls.

The forward starboard corner of the saloon can be a relaxing lounge, a workstation or a beautifully appointed cocktail wetbar. The saloon includes a side door leading to generous walk-around side decks and the foredeck.

The 645 SUV offers the largest SUV accommodation with the choice of three or four staterooms with three bathrooms, plus an



optional lower lounge and crew cabin, utility room or additional accommodation.

The full-beam master is immersed in light and fresh air from large hull windows with integrated portholes. There is a central island berth with a chaise longue to port, storage unit and hanging locker to starboard. The aft en suite is very generous, with a large shower, head and vanity. It also doubles as the entrance to a utility room, which is personalised to suit an owner's needs. This space includes a watertight door to the engine room.

The layout lends itself to suit three couples, with two more cabins with double berths. Forward is the VIP guest cabin, which includes a queen-size island berth with easy side access and en suite. The second guest stateroom to port has two single berths that slide together to form a double berth and has en suite access to the day head. Directly opposite is a fourth stateroom with twin crossover berths. In the Newport Edition, this is configured as an atrium lounge.

MAN-POWER

There is a choice of a pair of 1300hp MAN V8 or 1550hp MAN V12 diesels that deliver their power to the water through Twin-Disc MGX 5146 gearboxes to Veem five-bladed propellers. The 1300 engines in Rayzaway delivered a high cruise speed of 28 knots (52km/h), and when I punched the throttle all the way, I got 32 knots (59km/h) on the GPS. I am told that the optional

1550s provide a cruise speed of about 30 knots (56km/h) and wide open throttle of around 34 knots (63km/h).

If you like to cruise at a more leisurely pace of 18 to 20 knots (33 to 37km/h), the 1300hp option is a choice, with a range of more than 500nm and fuel consumption of a conservative 12lt/nm. If you favour towing lures, then at around 900rpm fuel consumption drops to under 5lt/nm, and your range increases to more than 1200nm (2220km).

Rayzaway is fitted with a pair of Humphree 0.8sqm Carbon Fins with Active Ride Control, plus Humphree Interceptors. With the

Above: The saloon's portside galley features a large island bench, perfect for that next onboard dinner party.

Below: In this example, the starboard space alongside the helm has been configured as a cocktail bar. Cheers!



Fitout and finish are nothing short of superb



Humphree Active Ride Control system, the Interceptors associated with the fins are instantly actuated to optimise the running trim and list angle – an all-in-one system. And boy, does it work!


At 30 knots, I threw the 40,000kg Riviera 645 SUV into the most brutal turn I could. Two things happened. Firstly, the boat stayed almost perfectly level with minimal heel and secondly, we only scrubbed off about 1 knot in speed. Impressive, to say the least.

With the Twin Disc Express Joystick System (EJS) seamlessly marrying the hydraulic thrusters with Twin Disc gearboxes, control at the helm is effortless. Manoeuvring the 645 SUV at low speed when coming into a fuel dock was almost too easy with EJS.

All Riviera MAN-powered yachts come with a five-year limited engine warranty, further supported by Riviera's seven-year structural and two-year express limited warranties.

As is usual when reviewing boats on the Gold Coast, it's firstly a smooth cruise on The Broadwater and then out through the seaway to the open ocean. However, as it was blowing more than 25 knots outside on the day, we opted to stay within the harbour, and I'm happy to say the ride and handling of the 645 SUV were impressive. While there is a meaty and solid feeling to the boat, it delivers a soft, smooth and almost gentlemanly experience.

Acceleration is exceptional, with 39 seconds from zero to 30 knots. Once on the plane, the Riviera 645 SUV runs with about three-degrees of trim. It really is a true thoroughbred on the water. The twin MANs deliver in every aspect, and if it had not been for the atrocious weather along the coast, I felt like I could have headed north to the Whitsundays or maybe even east to New Zealand.

The 645 takes the SUV collection to a new level with even more space, performance, cruising range, accommodation and luxury. Fitout and finish are nothing short of superb and it's yet another fine example of what a truly world-class cruising luxury Riviera can deliver. 

Below: Seaviews and light flood the full-beam master stateroom.



RIVIERA 645 SUV	
Length overall:	21.23m
Beam:	5.8m
Draft:	1.62m
Power:	2 x 1300hp MAN V8
Fuel capacity:	5850/6500lt
Water capacity:	750lt
Base price:	\$3,295,000
As tested:	\$3,714,000
More information: Riviera Australia, tel (07) 5502 5555. Web: rivieraaustralia.com.	