



AT A GLANCE

21.09m Overall length

5.45m

32.6kn

Top speed

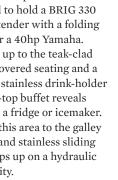
Number of berths

A modern icon

The aesthetics of the Belize 66 help her stand out, with minimal bow overhang, a sleek, narrow entry, a soft curving hard top with raked back radar arch, rounded hull windows and good-sized portholes. The look is very determined, and somewhat retro, but retains its modern appeal.

Yet it's not just the styling that sets this boat apart. The accommodation, quality of finish and performance round out the package. Form meets function on the swim platform, where a section drops down to allow launching from the tender garage, but also has a section that remains, giving the operator a dry and safe place to stand. The garage is designed to hold a BRIG 330 or a Palm Beach 1200 tender with a folding transom that allows for a 40hp Yamaha.

Twin stairwells lead up to the teak-clad cockpit that features covered seating and a varnished table with a stainless drink-holder insert. Opposite, a flip-top buffet reveals twin electric grills and a fridge or icemaker. A small step connects this area to the galley through a single glass and stainless sliding door and a window pops up on a hydraulic lift for further continuity.

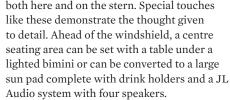






and a watertight door to port leads to the side deck. A pin can hold the door open when running and a push-button handle locks it from the inside without a key. Foredeck features include ample storage with built-in compartments on both sides, a Muir windlass with devil's claw, and a custom chainwashing system that sprays the chain with water from alternating nozzles as it comes up the bow tube.

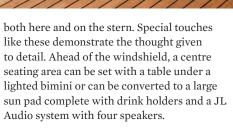
There is also a spotlight on the bow and a high-pressure fitting for pressure washing



Stay awhile

Belize offers three different below-deck accommodation options that revolve around a full-beam master cabin with a king-size bed. All of them have a VIP double cabin forward plus a twin cabin that can convert to a double, both with ensuite heads.

The vessel I toured had the Presidential layout that features twin hanging lockers, a convenient desk/vanity with a chair and a massive full-beam head that takes up what would be the entire crew quarters under a different configuration. My Bosch laser





e cockpit is sociable and well-appointed.

space too.

Below: There is interior dining







tape measure pegged the cabin at 15 square metres, not including the head compartment. The shower alone is nearly two metres long and a metre wide.

I measured headroom of 6'3" in both the cabin and the head, but spoke to someone on board who said they were 6'4" and had no trouble in the master. The master head features twin sinks, heated towel racks and a floor system with removable teak-veneer panels complete with cut-out edges that channel water to hidden drains below. When the panels are lifted, the drains that are moulded in fibreglass can be easily cleaned or hosed out.

Full throttle

An access door leads from the master head to the engine room. This makes sense as this becomes crew quarters or a utility room in alternate configurations. Additional engine room access is via a ladder from the cockpit.

The engine room is packed with equipment and thoughtfully laid out. All sea trainers (except for the main engines) come to a single access point. AC systems are to starboard, DC to port, and pumps and filters have their own centralised locations.

Head room is 5'8" or better in some places, but the tender garage centreline does restrict overhead space particularly above the 29kW Onan generator. One unique factor is that the engines are not mounted parallel

to each other. The port engine is a metre further forward than the starboard engine. Both run jackshafts back to IPS drives that are adjacent, so it doesn't really matter, and having some of the weight forward probably helps the overall balance. When driving the boat, there is no perceptible difference even when turning in alternate directions. It didn't seem to effect trim either.

At the front of the saloon, twin helm seats with a large console between them provide comfortable seating and easy access to the dash and controls. The wheel is centreline with triple Garmin displays and some coollooking push buttons and gauges set up in neo-retro, leather-covered pods. Throttles are to the left with the joystick to the right on the arm of the helm chair. Additional joysticks are in concealed wing stations in the cockpit for docking.

Made for fun

We set out of Port Everglades on a sunny day just after the Fort Lauderdale show. There were some wind waves and the gulf

It was fun driving the Belize.
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38 tonnes she is a substantial
boat, but she handles
easily and confidently.

stream can push current near-shore, so we ran reciprocal courses along the beach. Visibility is excellent from the helm and companion seat. The sunroof above provided light, although we kept it closed while testing so we could measure sound levels (73dB at full throttle; normal conversation is around 60dB).

The Volvo Penta IPS 1350s accelerated smoothly and we hit a peak speed of 35 knots, averaging 33 knots wide open. At a fast cruise of 30 knots (85 percent load), we were burning 310 litres per hour with a range of 391 nautical miles. Slowing to a more reasonable 20-knot cruise, we burned 178 litres per hour or 9 litres per nautical miles, and range increased to 455 at 90 percent of fuel capacity.

After collecting our data, it was time to have

some fun. I took some hard turns at 29 knots and the Belize 66 performed admirably. She leaned steadily into the turns as I made tight little circles of about three or four boat lengths, slicing through the wake of a passing boat evenly and securely with no slamming or fuss.

As for the engine positioning below, there was no effect on performance regardless of the speed or direction of turn. It was fun driving the Belize. At 21 metres long and 38 tonnes she is a substantial boat, but she handles easily and confidently. With IPS and a bow thruster she is a breeze to dock.

As we headed back, I wanted to stay out longer – a sign that the Riviera team had once again come up with what I suspect will be another popular model. The distinguished look of this boat, significant accommodation, quality construction, performance and versatility all add to its mystique. With a Daybridge (flybridge) model to be released in 2019, I am certain to be one of a long line of boaters wanting to take a closer look. Ω belizemotoryachts.com.au

SPECIFICATIONS •

Belize 66 Sedan





FLYBRIDGE

An opening sunroof provides plenty of natural light and air, and the forward deating on the bow can be converted into sunpads.





MAIN DECK

The galley is placed aft in the saloon, which allows for easy serving for both the aft deck and the formal dining in the saloon.





LOWER DECK

There is a garage for a good-sized tender, and there are three different guest cabin configurations to choose from.



SPECIFICATIONS

Riviera Australia
Belize 66 Sedan
Taiwan
Riviera Australia
Riviera Australia
Riviera Australia
Doug Nelson
2018
21.09 metres
5.45 metres
1.5 metres
38 tonnes
CE category B
GRP
GRP
2 x IPS3 1350 Volvo Penta
2 x 1000hp/746kW
Q4
N/A
Optional Gyro Stabilization

Gear box	Volvo Penta
Speed (max)	32.6 knots
Speed (cruise)	26 knots
Fuel capacity	4500 litres
Range Approximately 370NN	If at Cruise RPM with 10% fuel reserve
Freshwater capacity	700 litres
Blackwater capacity	500 litres
Generators (main)	Onan
Gen-set size	27kW
Winches	Muir
Anchoring systems	custom design
Navigation electronics	Garmin Glass Bridge
Entertainment systems	KVH TV6
Owner berth F	ull beam king with full beam bathroom
Guest berths VIF	queen with ensuite. Twin with ensuite
Crew berths	optional
Maximum people on board	25
Tenders	optional 3.3m tender
Warranties 5 yrs (limited) struc	ctural and 2 yrs (limited) non structural
Price (as tested)	US\$3.32 million ex factory
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21.09m

Length overall

38T

Displacementl

32.6 knots

Speed (max)

3,100hp

Output

US\$3.32m

Price (as tested)