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BELIZE 66 SEDAN

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Belize 66 Sedan

DISCERNING TASTES

Riviera's luxury arm has unveiled its new flagship – the Belize 66 Sedan. **Arnie Hammerman** puts hull number one of the classically styled, semi-custom model through her paces.

The Belize concept was developed by Wes Moxey (current CEO of Riviera) while briefly away from the same company during the 2008 American recession. The idea was to create luxurious cruisers that differed in style yet remained practical and fun.

Embracing Aussie cruising sensibilities, the boats have the right combination of interior accommodation and outside living areas, while still being easy to manage, drive and use. They are finished at a very high level and built in Taiwan under the close supervision of knowledgeable Australian boat builders.

When Rodney Longhurst acquired Riviera in 2012, he brought Moxey back and the Belize line came into the Riviera fold. The newest and largest of the Belize series, the 66 Sedan debuted at the Fort Lauderdale International Boat Show in November 2018, quickly demonstrating how the Belize concept can work in a bigger boat.

AT A GLANCE

21.09m

Overall length

5.45m

Beam

32.6kn

Top speed

6

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.

Inside, the galley takes up the entire aft area of the saloon, has room for two people



The well-placed aft galley allows for convenient serving and entertaining.



The cockpit is sociable and well-appointed.

Below: There is interior dining space too.

comfortably and is fully appointed. The proximity of the galley allows easy serving forward into the saloon or aft into the cockpit. Highlights are a double stainless sink with disposal, drawers for refrigeration, freezers and a dishwasher. Pull-out storage includes a tall pantry to port and a unique fold-out corner pantry to starboard.

The saloon forward has plenty of seating 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 chain-washing 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

both here and on the stern. Special touches like these demonstrate the thought given to detail. Ahead of the windshield, a centre seating area can be set with a table under a lighted bimini or can be converted to a large sun pad complete with drink holders and a JL Audio system with four speakers.

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





The Presidential Suite comes in three different configurations.



The master head can also be converted into crew quarters in another version of the Belize 66.

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 cool-looking 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. At 21 metres long and 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. [O](#)

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SPECIFICATIONS

Belize 66 Sedan



1

FLYBRIDGE

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



2

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.



3

LOWER DECK

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



SPECIFICATIONS

Builder	Riviera Australia	Gear box	Volvo Penta
Model	Belize 66 Sedan	Speed (max)	32.6 knots
Country of build	Taiwan	Speed (cruise)	26 knots
Designer	Riviera Australia	Fuel capacity	4500 litres
Naval architect	Riviera Australia	Range	Approximately 370NM at Cruise RPM with 10% fuel reserve
Interior designer	Riviera Australia	Freshwater capacity	700 litres
Owners project manager	Doug Nelson	Blackwater capacity	500 litres
Year of build	2018	Generators (main)	Onan
Length overall (LOA)	21.09 metres	Gen-set size	27kW
Beam	5.45 metres	Winches	Muir
Draft	1.5 metres	Anchoring systems	custom design
Displacement (fully laden)	38 tonnes	Navigation electronics	Garmin Glass Bridge
Classification	CE category B	Entertainment systems	KVH TV6
Hull construction	GRP	Owner berth	Full beam king with full beam bathroom
Superstructure	GRP	Guest berths	VIP queen with ensuite. Twin with ensuite
Engines	2 x IPS3 1350 Volvo Penta	Crew berths	optional
Output	2 x 1000hp/746kW	Maximum people on board	25
Propellers	Q4	Tenders	optional 3.3m tender
Drive train	N/A	Warranties	5 yrs (limited) structural and 2 yrs (limited) non structural
Stabilisation systems	Optional Gyro Stabilization	Price (as tested)	US\$3.32 million ex factory

21.09m
Length overall
38T
Displacement
32.6 knots
Speed (max)
3,100hp
Output
US\$3.32m
Price (as tested)