



NEW BOATS

Riviera Platinum Series

Updated versions of a trio of successful Riviera Sport Yachts get the Aussie builder's Platinum treatment.

Riviera unveiled a new lineup of Sport Yachts at the Sanctuary Cove boat show, dubbed the Platinum Series. The models have been developed not only to build on the design and runaway success of their Sport Yacht range, but to take them to yet another level in terms of styling, finesse and function. "It is a wonderful celebration of the inspired and time-proven design of our Sport Yacht range. Over the past 14 years, Riviera has launched over 507 Sport Yachts," said Riviera owner Rodney Longhurst.

Updates to the three Platinum Edition Sport Yachts—4800, 5400 and 6000—include hardtops and targa arches in the builder's striking Platinum Silver along with a gun-metal upholstered sunbed on the foredeck. Electronic arrays, air vents and boot tops are rendered in a stealth-like black finish.

Complementing the lounges are new Recaro sports helm seats with Alcantara inserts and contrasting diamond hand-stitching. Elsewhere are Sunbrella fabric headliners and wall linings, while head soles have a new luxe Corian finish.

I ran all three boats in the same morning on the Gold Coast Broadwater. I was impressed with their quietness, especially at cruise speeds, and how dry the boats are. Extremely easy to drive and very responsive, they are hard to fault when it comes to handling and performance—and if you go a step further and add a Seakeeper and interceptors, they are just about perfect.

Of all three new Platinum Series boats, the changes to the 4800 have the most significant impact in my opinion. Power is upgraded to the larger, 600-hp Volvo Penta

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IPS800s which yielded a top end just shy of 35 knots and a 28.2-knot cruise at 2700 rpm; the latter is good for a range of 299 nautical miles. The waterline has been extended underneath the boarding platform for more buoyancy and to accommodate the gyro. The cockpit has been smartly reconfigured with a wet bar area with grill and sink. In the salon, a pair of electric overhead sunroofs bring in light and fresh air. The gloss walnut glows throughout—oak or cherry are also available. Belowdecks, the two-stateroom layout has also been updated with more luxurious hard and soft goods.

Not many changes—besides the Platinum Silver packages—have been made on the 5400. Subtle updates to the interior joinery do a fine job of accentuating the openness and space in the salon and accommodation spaces. The twin, 725-hp Volvo Penta IPS950s remain the power package, good for a quick cruise of 28.7 knots and 34.5 knots with the throttles pinned.

The new silver and black livery accentuate the brilliance of the Platinum Series on the flagship 6000. Like the 5400, the layout remains essentially the same but with a noticeable, higher level of finish and presentation throughout. The grill, for example, has been finished in the Platinum Silver—the cockpit is an alfresco entertainer's dream—and throughout the 6000, high-gloss walnut is now standard.

And with more space comes more options. One can choose two or three staterooms and a variety of layout options in the atrium lounge area. The master can be either full beam with a port lounge or formed with an en suite complete with glass that turns opaque with the flip of a switch.

Power for the new 6000 Platinum Series stays the same: twin Volvo Penta IPS950s returning a top speed of 28.6 knots. Drop that back to a cruise of 20.8 knots, and the vessel shows an impressive 379nm range.

When Riviera launched their first 3600 Sport Yacht 14 years ago, they set the standard for over 500 Riviera Sport Yachts that would follow. With the launch of the Platinum Series, the sporty vessels have developed into a more sophisticated, better appointed line with high standards of presentation, appointments and finish. It will be a hard act to follow. —*Barry Thompson*