

BOAT REVIEW

2020 RIVIERA 395 SUV

By Pat Carson



The 395 SUV debuted in the summer of 2018, and is the smallest in this family of Sport Utility Yachts. Her bigger sisters being the 445, 505 and 575 SUV's. Riviera is slated to debut the 525 SUV, but that might change. The standard power on our 395 is Volvo IPS pod drives, which provide sporty performance for this two stateroom, one head cruising yacht. Riviera has combined the performance of their line of flybridge motoryachts with the cockpit space and single level entertaining of their sport yachts, to create this new line of blue water performance luxury style. Think of

the SUV as the crossover between a sport and flybridge motoryacht.

Boarding the SUV from the extra-large teak covered swim step is safe and easy with strategically placed hand holds, and beautiful mondo-sized, highly polished stainless-steel staple, which has a built-in mount for the optional tender. There is also a mounting bracket for the outboard engine. Riviera thoughtfully placed fold down seating on both the port and starboard side of the cockpit.

In the 25-square-foot cockpit, we find a standard teak sole that opens hydraulically at the touch of a switch to provide excellent access

to the engine room for checks and service. Forward of the large cockpit hatch is a smaller day hatch that exposes the generator for easy fluid checks.



Boarding the SUV from the extra-large teak covered swim step is safe and easy with the strategically placed hand holds, and the beautiful mondo sized, highly polished stainless-steel staple.

At the forward end of the cockpit, we have an aft-facing cushioned seat and a folding two-leaf teak table on a polished pedestal. This is the perfect spot for an afternoon glass of port and a fine cigar. Forward and to starboard is a 12V refrigerator under a bar sink and faucet. Next to the foredeck access, we find a strategically placed Volvo IPS joystick control for easy sternway maneuvering.

Like the competition in this class of yachts, the 395 SUV offers a wide cockpit with optional seating that folds away into the coaming on both the port and starboard side. Add the optional awning to protect most of the cockpit from adverse weather and excess sun, and you have a luxurious and functional cockpit, perfect for watersports during the day and entertaining at night. Looking forward we see the polished stainless-steel framed hatch on the starboard, which leads into the spacious saloon. The galley is to starboard, generous table seating to port and the helm forward. If you lock the door, then open and lift the gas cylinder assisted awning window and the cockpit becomes part of the saloon. At the transom we find an electric grill, sink with hot and cold water and stainless-steel backsplash under the gas strut assisted, solid surface covered lid.

The dinette seats four comfortably with an L-shaped lounge and table that can be manually adjusted to several levels.

Standard equipment below the L-shaped solid surface countertops consists of a polished stainless-steel sink with a designer faucet, a convection microwave oven, a recessed single burner electric cooktop and a large drawer refrigerator with a freezer compartment. Above the galley, the food prep area is a



In the 25-square-foot cockpit, we find the optional real teak sole.



The large engine room hatch opens hydraulically at the touch of a switch to provide excellent access to the engine room for checks and service.



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row of large cabinets to organize all the required provision items for the weekend. Overhead down the center of the saloon and between the matched set of overhead opening hatches, there is a handrail running from near the sliding entry door all the way to the companionway leading to the accommodations. Nice touch, but expected from a blue water yacht builder. Just forward of the galley, we find a settee for two, along with a large storage compartment.

Just forward of the saloon on the port side is the helm with a double extra-wide leather seat that adjusts fore and aft. The seat has a

flip up bolster for both captain and first-mate. Comfort for all is assured, whether standing or sitting. At first glance, I thought the placement of the IPS joystick control was not well thought out until I flipped up the seat bolster and stood at the helm. Then the design was apparent, perfect positioning for close quarter maneuvering while standing, not sitting. With the integration of the Volvo engine controls, the helm is clean and uncluttered. A sliding side window, along with two overhead hatches provide good ventilation. If needed, the air conditioning and window defogging vents are just forward.

At the helm there are very few switches or gauges since Riviera includes the CZone system as standard equipment. Aft of the galley there is a five-inch CZone touchscreen display, making it easy for



The dinette seats four comfortably with the L-shaped lounge, and the table can be adjusted to several levels.



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anyone to monitor and control electrical equipment all around the vessel. Unlike most boat builders

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Riviera 395 SUV. Volvo IPS D600 400hp, joystick controls DPS, generator, C Zone, digital electric control systems, oak interior, cockpit seating. Two staterooms. Cruise or fish. Teak Deck, Forward Lounge. See on our website. Contact Richard (510) 610-6213.



Riviera 445 SUV
395, 445, 505, 525 & 575



Riviera 68' Sports Motor Yacht
72', 68' & 64'



Belize 54'
66' & 54' Sedan & Daybridge



Riviera 57' Flybridge
57' 52', 45', 43' & 39'



Riviera Platinum Ed. Sport Yachts
6000, 5400 & 4800



Riviera Platinum Ed. Sport Yachts
6000, 5400 & 4800



Marina Bay 54'



Richard Boland



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With the integration of the Volvo engine controls, the helm is clean and uncluttered. A large Peets coffee cup fits perfectly in either of the two cup holders.

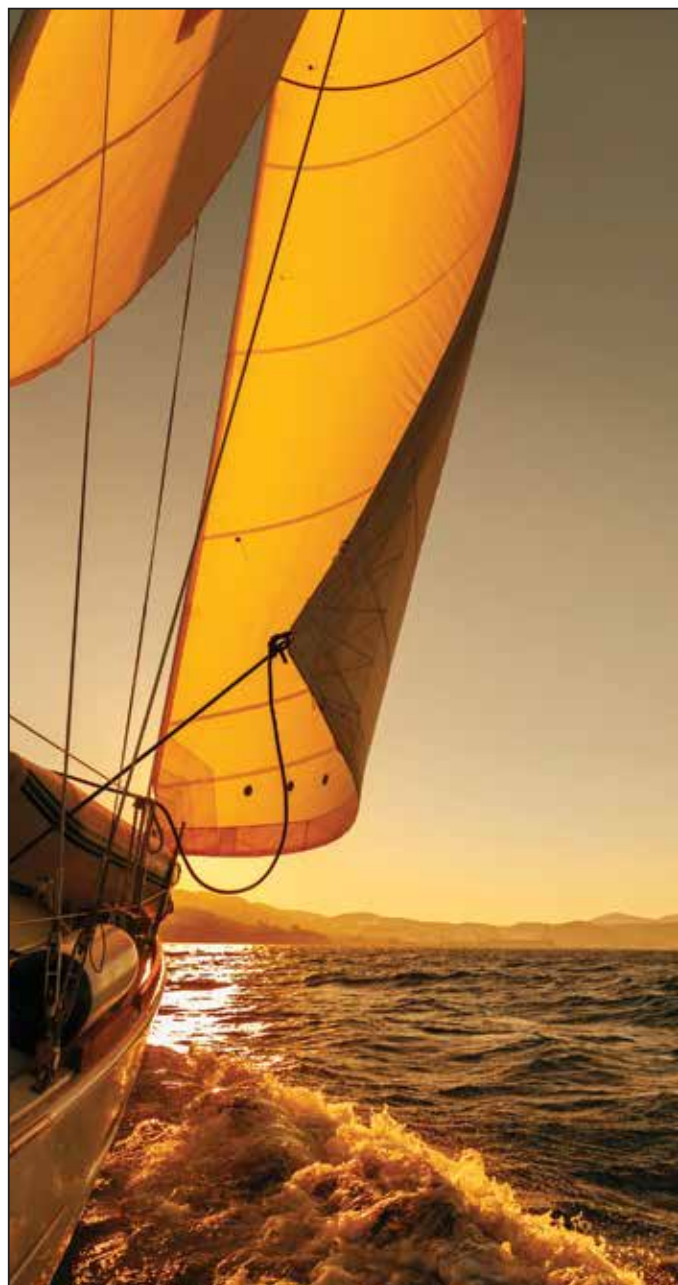
in this class, Riviera has been installing CZone systems for a decade to make boat operation easier for both new and experienced boat owners.

Below Decks

Forward and down the companionway are the sleeping quarters, with the master stateroom forward. It has an easily accessed centerline queen berth with outboard storage on both sides and a cedar lined hanging locker on the port. There is an overhead hatch with a sunshade for ventilation and natural light. One big surprise is the headroom in this stateroom. A six-footer can stand tall and not muss up their hair.

The large hanging locker, recessed LED lighting and access to the head complete the large area.

Down the companionway and to starboard, immediately adjacent to the master stateroom, is the head. For a 40-foot vessel, the head is large with a contemporary design featuring solid surface countertops and a ceramic wash basin. The modern VacuFlush head and glass shower partition with a frameless glass shower door provide a roomy feeling. Another Riviera surprise is the polished stainless-steel openable porthole, that



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Photo of CZone control panel in port aft.

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has an alarm at the helm in case it's left open. The full vanity, wood drawers and large well-lighted mirror round out a well-designed head.

The guest stateroom features a unique design with three adult sized single berths. Two are aligned athwartships to starboard that can be combined into a double bed, and the third is fore and aft and to port. At the entrance to the cabin the headroom is six-feet and four-inches before you step down into the cabin itself. An abundance

of natural light enters this cabin through long hull windows on both sides. Fresh air comes through a stainless-steel openable porthole that also has an alarm at the helm. We also find two cedar-lined hanging lockers and a set of large drawers.

Foredeck

Completing our tour, we take a look up front and find a sun pad with integrated pillows and stainless-steel handrails for safety. The vertical windless is located up front in a molded bowsprit, while the 230 feet of chain is stowed in separate anchor locker compartments. The foredeck is complete with anchor foot switches to starboard, a raw



For a 40-foot vessel, the head is large and has a contemporary design featuring solid surface countertops and a ceramic wash basin.

water washdown bib and deep chain locker that conceals, stores and protects your ground tackle.

On the foredeck we find another comfortable place for the sun worshippers when at anchor. The standard chaise loungers and comfy cushions are the perfect spot.

Sea Trial

Being the smallest and newest of the Riviera SUV family, and fitted with the second generation of Volvo IPS drives, my performance expectations are high. Once again, Riviera did not disappoint. With Ty and Richard in the camera boat, our plan is to head over to the vicinity of Yerba Buena Island to get some stills and a few high-speed shots and videos. Idling from the Richard Boland Yacht Sales docks in Alameda, the 395 SUV demonstrates rock solid slow speed handling with almost no need for the IPS joystick. Making our way down the estuary, directional stability is solid with almost no bow wandering. After a short stop in front of Jack London Square for a few beauty shots, my last comment to Richard before departing the no wake zone was "try



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to keep up!"

Once past Schnitzer's turning basin and the Bay Ship dry dock, I bring our sport yacht up to a comfortable cruise speed of 19 knots, while searching for the usually available ferry and crew boat wakes. Unfortunately, it was one of those days where we find just the occasional sailing vessel, and no mariners making a wake.

Once on station in the vicinity of the Yerba Buena Lighthouse, the camera boat is lined up and ready for a few performance shots. With the camera boat a few

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hundred feet south of the new bay bridge, I set up and make several high-speed passes at wide open speed, exceeding 34 knots. The water in the area is fairly calm, but no surprise, the 395 slices through my own wake, and the Volvos climb easily to WOT.

Although it was a calm day in San Francisco as afternoons go, the 395 demonstrated a great deal of composure everywhere we went. Only a few times did I back down the throttles when approaching a four-foot ferry wake. Once passed, I realized that I probably did not need to. I tried as hard as I could to get spray on the windscreen, but was never successful. I guess the windshield wipers work, but I never had the chance to find out.

Measured Performance With 50% Fuel, 90% Water and One Person On Board

Time to plane	less than 5 seconds
Max speed	34.6 kts burning 49 GPH total and WOT of 3600 RPM
Best cruise speed	anywhere from 10.5 to 32 knots

Performance By The Numbers

600 RPM	4.8 kts	4.1 nm/g
1100 RPM	6.5 kts	2.0 nm/g
1800 RPM	9.8 kts	1.0 nm/g
		minimum plane speed
2500 RPM	16.9 kts	0.7 nm/g
2900 RPM	23.1 kts	0.8 nm/g
		70% engine load



Being the smallest and newest of the Riviera SUV family and fitted with the second generation of Volvo IPS drives, my performance expectations are high. Once again, Riviera did not disappoint.



Once on station in the vicinity of the Yerba Buena Lighthouse, the camera boat is lined up and ready for a few performance shots.

3000 RPM	24.9 kts	0.8 nm/g 75% engine load
3100 RPM	26.2 kts	0.8 nm/g 80% engine load cruise speed
3600 RPM	34.6 kts	0.7 nm/g – WOT 100% engine load

Based on my data, the fuel economy in nautical miles per gallon is nearly the same from her 10-knot minimum planing speed to wide open throttle speed north of 34 knots. The most efficient cruise RPM is 3000, making 24.9 knots, and burning just under 31 gallons per hour. Volvo guidelines for continuous maximum operating RPM are 3000. According to the engine management system, the engine load at 3100 RPM is 80%, and there is no measurable penalty in fuel consumption with another 1.3 knots in cruise SOG. All performance data was taken in Anchorage 8 with a 1 knot current. Data was taken in both directions and averaged.

2020 Riviera 395 SUV Specifications:

LOA – 43'-06" with standard swim platform
 Fuel – 396 gallons
 Beam – 13'-09"
 Portable water – 103 gallons
 Draft – 3'-11"
 Black water – 21 gallons
 Air Clearance – 12'-10" waterline to anchor light
 Power – Twin Volvo D6-IPS500
 Dry Weight – approx. 28,000 lbs.
 Maximum measured speed – 34.6 kts

Manufactured on Australia's Gold Coast, Riviera has been building yachts since 1980 and has delivered more than 5,500 around the world. Riviera is a world class builder of luxury motoryachts, and is well known for their blue water sea keeping ability, technology and

luxury. Other models in the SUV line include the 445 SUV, 505 SUV, 525 SUV and the 575 SUV. Major options on our test boat include the cockpit joystick control, cockpit awning, stainless safety rail bolted to the swim platform (staple), Volvo Dynamic Positioning System and Volvo auto trim assist.

For more information, or to arrange for your own personal test ride, contact Richard Boland Yachts in Alameda. Anyone exploring top-caliber options in the luxury express cruiser category should certainly include the Riviera 395 SUV among their comparisons. This boat will definitely impress, and Riviera has carried on the tradition of building high performance yachts.

At the end of another hard day at the office and an additional

three hours on the clocks, our SUV has been put to bed in her temporary home at Marina Village. Richard Boland recently opened a satellite office in Lake Tahoe, and our Riviera is his first inventory boat for the new store. They are making plans to ship her to Lake Tahoe this summer and I hope to have the opportunity to take her out for another sea trial on the lake; for comparison purposes only of course.

In the past few years, I have had the opportunity to sea trial or deliver a half dozen of these 40-footish high quality express cruisers with the open and airy floor plans that tie the cockpit and galley together. Riviera has definitely raised the bar with their high-quality craftsmanship, attention to detail and superb fit and finish. With features and technology such

as the Volvo IPS, CZone electrical system control and now a five-year Volvo propulsion warranty, I would expect years of trouble-free boating.

Time for me to sit back with a fine cigar and glass of port while I dream about thrashing around San Francisco Bay with another new yacht, while attempting to spray the photographers. Until next month, please keep those letters coming. Do you have a good story to tell? I love a good story, and with your permission I would love to run it in the *Bay & Delta Yachtsman*. If you have good photos of right and wrong, please send them and I will include them in next edition of "is it right or is it wrong." patcarson@yachtsmanmagazine.com. ✍



Riviera stock photo of deck layout.



Riviera stock photo of accommodation space layout.