



53 ENCLOSED FLYBRIDGE WITH POD DRIVE PROPULSION | THE LATEST IN FLYBRIDGE DESIGN - LAUNCHING MARCH 2011



RIVIERA

Designed from the keel up, using Riviera's Uni-Graphics NX three dimensional CAD software system, the new 53 has been developed in-house after nearly two years of detailed consultation with boat owners across the globe.

The result is a fresh approach, signalling a new generation of Riviera prowess and efficiency. The 53 is a vessel of considerable internal volume, allowing Riviera's designers to create unprecedented living spaces, elegant amenities and unrivalled performance.

The vessel's lines on the water are both powerful and noble, with a strong sheer forward and raised topsides create as much freeboard as a much larger vessel.

The new Riviera 53 features hull lines run straight aft from maximum beam, creating a powerful lift and planning surface along with great stability.

Moulded window casings create style and function, bringing 360 degrees of light into the interior and offering water views from every saloon seating position.

The 53's main deck design is the culmination of years of experience from the Riviera design team, bringing light and fresh air from the huge cockpit – which doubles as an entertainment venue complete with hidden barbecue – into the main saloon living space, through a sliding glass door and a hinged awning window.

The U-shaped galley design is positioned aft and therefore central to the massive saloon entertainment space and the cockpit. The galley is located to the port side and separated from fore and aft passing traffic.

The Riviera 53 offers the latest in European appliances showcased in high gloss timber and solid surface bench top. Central to the galley is a Miele combination oven, featuring an induction cooktop, with microwave oven and electric grill. Proven Vitrefrigo drawer fridge and freezer along with Fisher and Paykel drawer dishwasher are all standard.

Opposite the galley, to starboard, is a wet bar featuring options for ice maker, drawer fridge and freezer, and a floor to ceiling pull-out Hafele pantry. All galley drawers operate on soft close runners.

Also opposite the galley is a stylish internal staircase leading to the enclosed flybridge. Its floating teak treads mounted on solid stainless steel rails complements what will be a beautiful interior.

Forward of the galley is a C-shape dinette to port, that can convert into a double berth with a drop-down table. This arrangement faces a C-shape settee on the starboard side creating a spacious social setting for up to 10 in sheer cruising comfort. All of the lounges on the 53 are plush and luxurious, with a generous depth of padding.

An option for a massive wide screen 50" TV on electric lift rises from the dash forward on the port side bringing sport and entertainment to the entire living area.

The flybridge is available in two options, with helm forward for long-distance cruising or helm aft, which many skippers prefer when sportsfishing. In either option, skipper and mate are seated on swivel pedestal chairs for maximum visibility.

A dinette table set amidst a C-shape settee on the port side of the flybridge seats six comfortably, and a separate lounge to starboard complements the seating arrangement. A wet bar with drawer fridges and handbasin serves to refresh while underway. Prepared food is easily brought up to the flybridge from the galley directly below via the internal staircase. At rest or underway, the staircase can be secured for privacy or as a safety precaution via a folding, lockable hatch that disappears when open into varnished cabinetry.

The roof of the flybridge boasts a sliding electric sun roof creating a sky-lounge, typical of much larger vessels. Side-opening windows and surround visibility will add to the light, airy atmosphere.



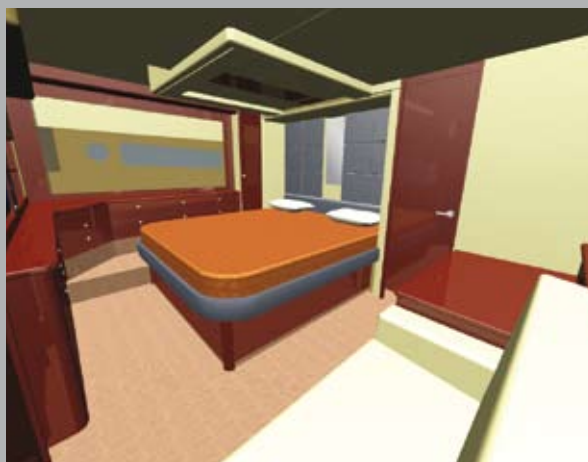
The aft galley is positioned on the starboard side and is central to the cockpit, saloon and flybridge. When at anchor or berthed, the large sliding stainless steel glass door and awning window open to connect the saloon and cockpit as one giant entertaining space.



Forward of the galley the saloon design features two facing C-shape lounges. To starboard the lounge/dining area can be converted to an additional double berth or the table lowered to create a DVD lounging area.



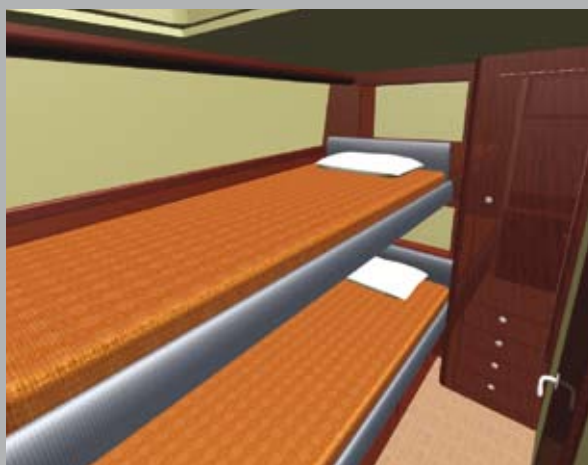
The U-shape galley features the latest in European appliances and generous refrigeration. The view from the galley out across the cockpit will be enjoyed by the crew and master chef alike.



The full beam master stateroom features a headliner detail of lighting, fabric and timber above the king size bed and soft fabric upholstered bed head feature. Large hull fixed and opening port holes bring light and fresh air into the master suite. A double seater lounge to starboard, dresser bureau to port and central entertainment system add to the sense of total, private luxury. Positioned amidships forward of the main engineering space, this stateroom will be extremely quiet.



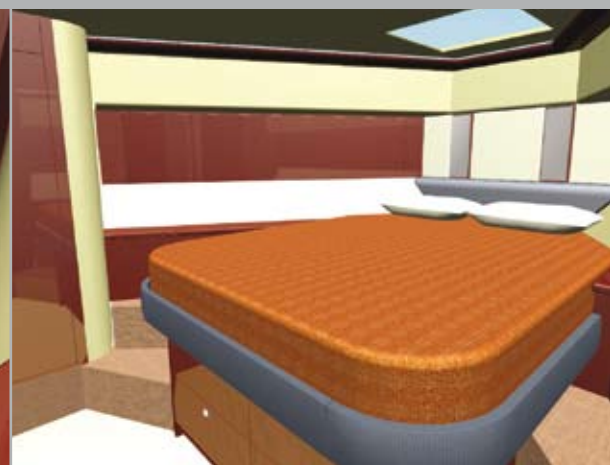
The guest bathroom is equally as well appointed as the mater suite bathroom with huge shower stall, feature wall panels, vacuflush toilet and large porcelain hand basin with high gloss timber vanity and Corian bench top.

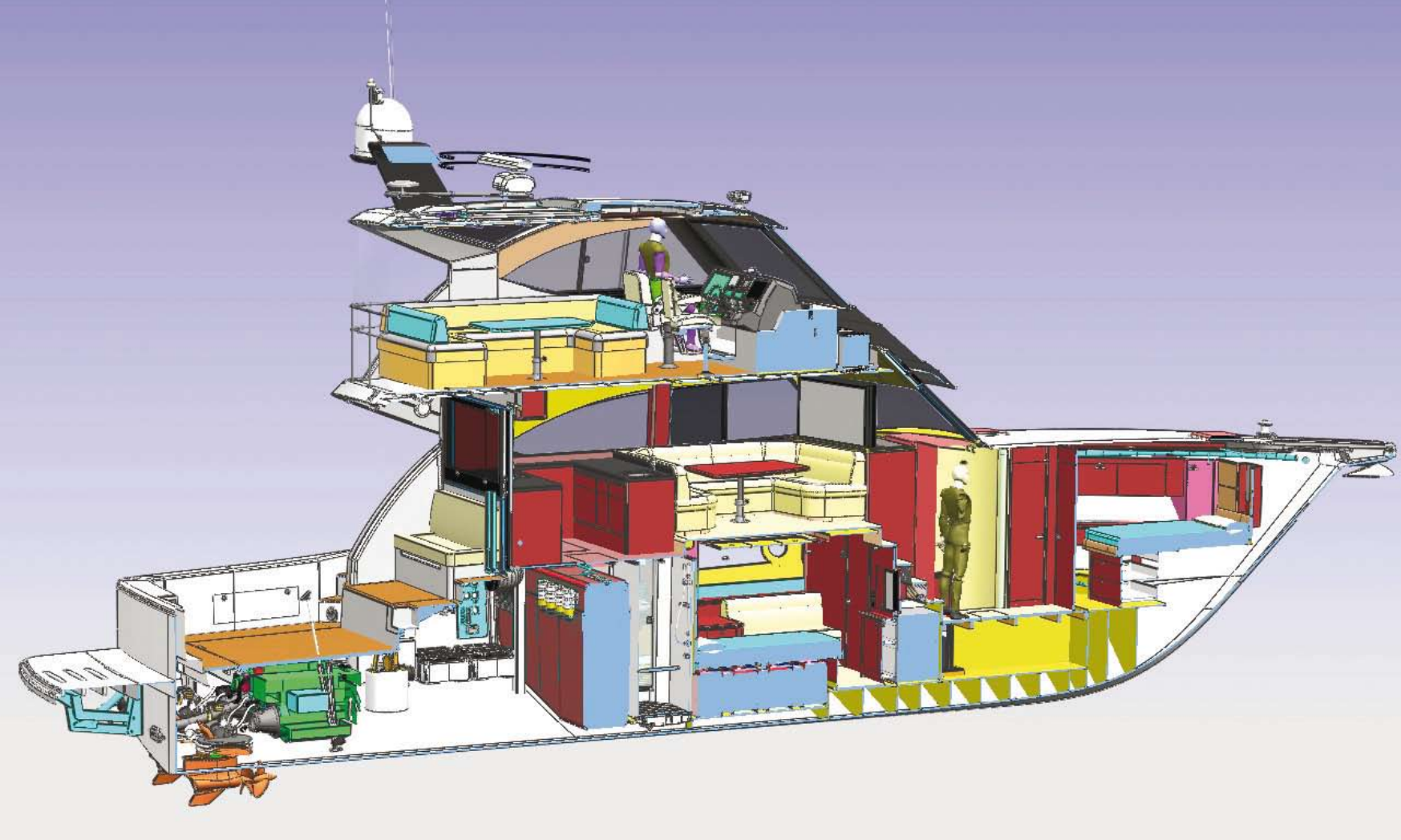


The third guest cabin features twin Pullman style bunks that are 2 metres long and up to 800mm wide. Above the bunks is an overhead hatch, whilst storage in the cabin comprises a huge cedar-lined locker with drawers and a bureau with optional TV.



The forward VIP guest stateroom features full headroom, an island queen size bed with overhead hatch for light and ventilation, wrap around high gloss timber cabinetry and soft upholstered fabric panel details create a very warm and inviting space. This cabin's considerable floor space enhances a very spacious cabin whilst a bureau can be fitted with either a mirror or flat screen television.





The vessel's massive engine room allows for flexibility of power plant choice, with the option for crew quarters or workshop isolated from the main living space. And the propulsion arrangement allows for maximum amidships space, which is used to deliver the most luxurious master stateroom for a vessel of this size.

When the party is over, there is nothing as comfortable as retiring to the full beam master stateroom, with king-size bed set amidships, and ample space either side. Port and starboard alarmed opening port holes bring light and fresh air below. A separate ensuite with solid surface non-slip tiled floor is set slightly below the level of the main cabin to contain water. A vanity unit with surface-mounted porcelain sink, typical of those found on much larger vessels, and a vacu-flush toilet complete the amenity.

A large cedar-lined walk-in robe complements the master stateroom, which features a multitude of storage set behind high quality gloss woodwork – a feature of all Riviera boats.

There is a massive 96,000 BTU capacity air conditioning on the new 53 reflecting the increasing use of Riviera boats in harsh tropical conditions. All venting and ducting is discretely hidden behind the stylish cabinetry.

To balance the interior, the 53 features a clever combination of varnished wood and fabric panelling, to create a soft acoustic 'feel' with visual styling to match.

Forward of the master stateroom is a guest stateroom, with a queen-size bed and wardrobe, and a third cabin with two single berths. A separate ensuite serves the guest accommodation and doubles as the day head, making this vessel perfect for larger families, or holidays involving two couples with children.

When it comes to propulsion, Riviera designers have settled on new-generation, fuel efficient pod drives to propel the 53 to a top speed of around 35 knots and a cruise speed between 25-28 knots delivering a range of 400 nautical miles depending on engine options on a 3500 litre fuel tank.

However, there are a number of propulsion options on the new 53.

Up to 30 per cent efficiency gains are the hallmark of the proven Volvo Penta IPS system. There is the option to choose twin IPS 1200 units or three IPS 600 units.

A further propulsion option is available using the ZF 4000 pod drive system, with twin counter-rotating Nibral (Nickel, Bronze, Aluminium) propellers facing aft, instead of forward as they are on the IPS system.

With all major engineering positioned well aft, enormous gains are made with beam-width space amidships, and that translates into better living. Mid-ship fuel tanks from keel to saloon sole double as a sound barrier between master bedroom and engine room and help deliver better trim to the vessel when cruising.

With the option of ZF drives, a customer can choose between Caterpillar or MTU power plants, with the option of twin 1015 hp C18 engines to achieve higher top speeds.

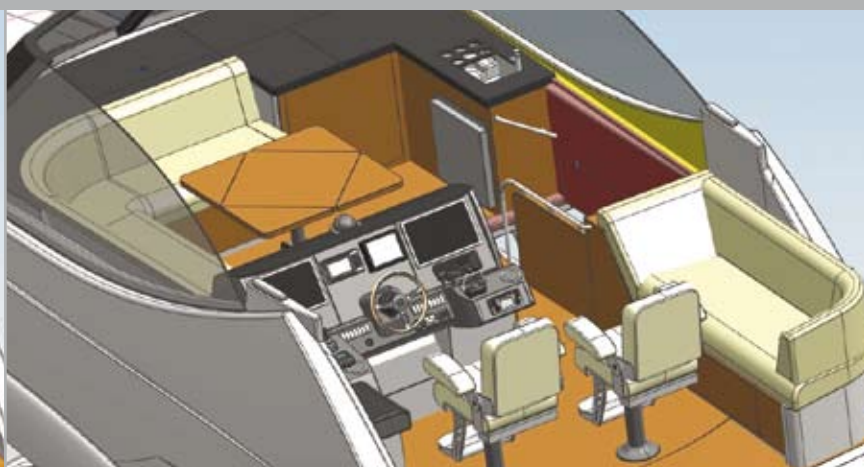
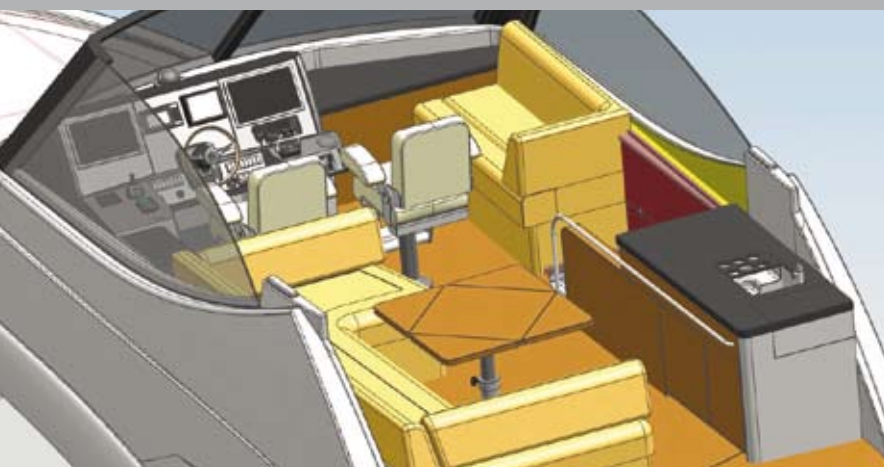
The 53's hull is laminated using vacuum infusion to deliver an exceptionally sound structure that incorporates areas of solid GRP and various core materials, depending on engineering requirements.

Infusion technology used in the hull also helps replicate the incredibly precise lines lofted from Riviera's CAD computer system, and provides an accurate foundation for parts milled on a 5-axis CAD – driven router.

Controlling all DC electronics is the digital system, a revolutionary Controller Area Network (CAN) bus design that allows for the ultimate in customisation and finger-touch control of all aspects of electrical operation, from entertainment lighting to navigation equipment.

"Each Riviera vessel is an evolution on the last," says Riviera's naval architect, Alan Dowd. "After launching nearly 4,800 Riviera's over the past 30 years, the new 53 is clearly our best boat yet."

Created entirely in-house by Riviera's designers using the latest state-of-the-art 3D software, every single detail is considered as part of the extensive design process before any construction is commenced. This leaves nothing to chance. As this very detailed section through the centreline of the 53 shows, the ergonomics of design, sight lines, head heights, bed lengths and companionway access are all modelled using 1.9m (6'4") size mannequins to ensure optimal comfort and safety. All Riviera vessels are designed to full ABYC, US Coast Guard and CE compliance. The level of engineering forethought of the new 53 is demonstrated by the section view.



The flybridge design features two alternative layouts depending upon owner preference for helm location. The forward helm on the port side features a lounge opposite to starboard to allow family or guests to enjoy the forward view from the helm position whilst underway. A docking station is located aft on the starboard side integrated into the wet bar cabinetry and neatly concealed when not in use.

The aft helm design features a lounge with raked side opposite the helm and a U shape lounge area forward of the helm that can be converted to double berth if required or huge lounging area whilst underway. Opposite the lounge is a full wet bar. The stairway from the saloon can be closed off and locked for either safety underway, privacy or security when berthed.

53 Enclosed Flybridge with IPS Preliminary Specifications

Length Overall (inc. swim platform & bow roller)	18.20 metres	59' 8"
Lh to ISO8666*	17.20 metres	56' 5"
Beam (inc. gunwale)	5.13 metres	16' 10"
Maximum Draft (inc props) (approx. depends on engines & options)	1.25 metres	4' 10"
Dry Weight**	22,300 kgs	49,160 lbs
Fuel Capacity***	3,500 litres	925 US gal.
Water Capacity***	740 litres	198 US gal.
Holding Tank Capacity***	273 litres	72 US gal.
Sleeping Capacity	6-8 persons	
Standard Engines x3 Volvo IPS	320kW	435 hp each

Riviera Warranty

Riviera warrants to the first retail purchaser during the periods herein that it will, subject to the terms and conditions in the full Riviera Warranty, replace or repair, at its option, defects caused by faulty workmanship or materials under normal use and service during the first twelve (12) months and (5) years for hull structure. Please refer to your Riviera Owner's Manual and your Riviera Dealer for full details of the comprehensive Warranty.

Due to Riviera's commitment to continually improve our products, we reserve the right to modify or change, without notice, any materials, specifications, equipment and/or accessories. All measurements quoted are approximate and pictures and drawings displayed are indicative only.

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Riviera Clarification of Specification

* Length of the hull (Lh) to ISO8666: Includes all structural and integral parts. (ie. the moulded length of the hull). It excludes parts that can be removed in a non-destructive manner without affecting the structural integrity of the craft, eg. pulpits, outriggers, diving platforms, rubbing strakes.

** Dry weight represents the estimated minimum weight of a boat with standard engines and options, no fuel or water on board, no equipment or provisions and no personnel. The stated dry weight may be exceeded.

*** Denotes nett tank capacity. For usable capacity do not rely on more than 90% of tank capacity. Actual usable capacity will vary according to boat trim and sea state.

Speeds are subject to normal weather conditions, fuel and/or water levels, passengers and equipment loads.

Refer to your Riviera Owner's Manual and your Dealer for height to hardtop and maximum height details.

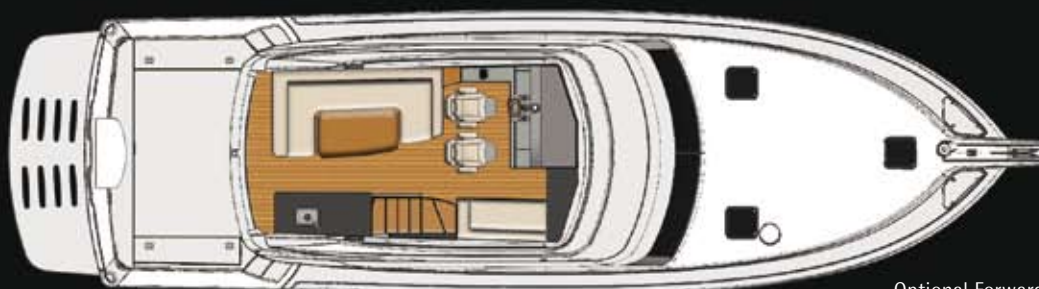
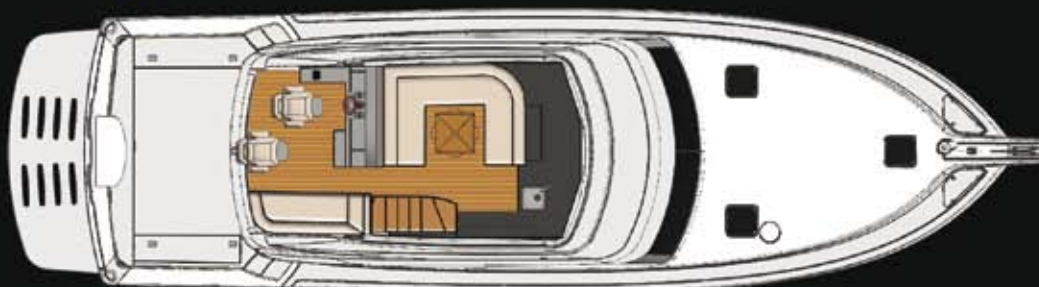
The specifications in this document are not complete or definitive and are subject to change without notice and therefore may not be current. Riviera will not be liable (in contract, tort or otherwise) for any loss resulting from the inaccuracy of any information contained in this document.

Specifications may vary on a regional basis. Some images in this brochure may include non-standard or after-market options.

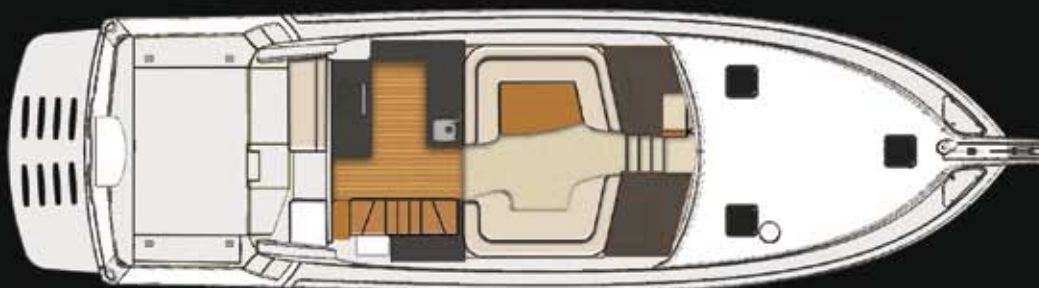
Warnings

Riviera is committed to building the best luxury cruisers, tailored to suit specific countries and their individual compliance laws and regulations. Riviera equipment and build specifications approved for one country may not be compliant with another country's safety and equipment regulations and as such those cruisers may have no recourse to Riviera extensive manufacturer's warranties.

Each country and State has different safety equipment standards. It is important that you ensure the requirements in your jurisdiction are met prior to the vessel being used.



Optional Forward Helm Layout



Standard Layout with Optional Crew Cabin



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