



*A TOTALLY
NEW TRADITION*

Welcome aboard the Belize 54 Sedan and Daybridge



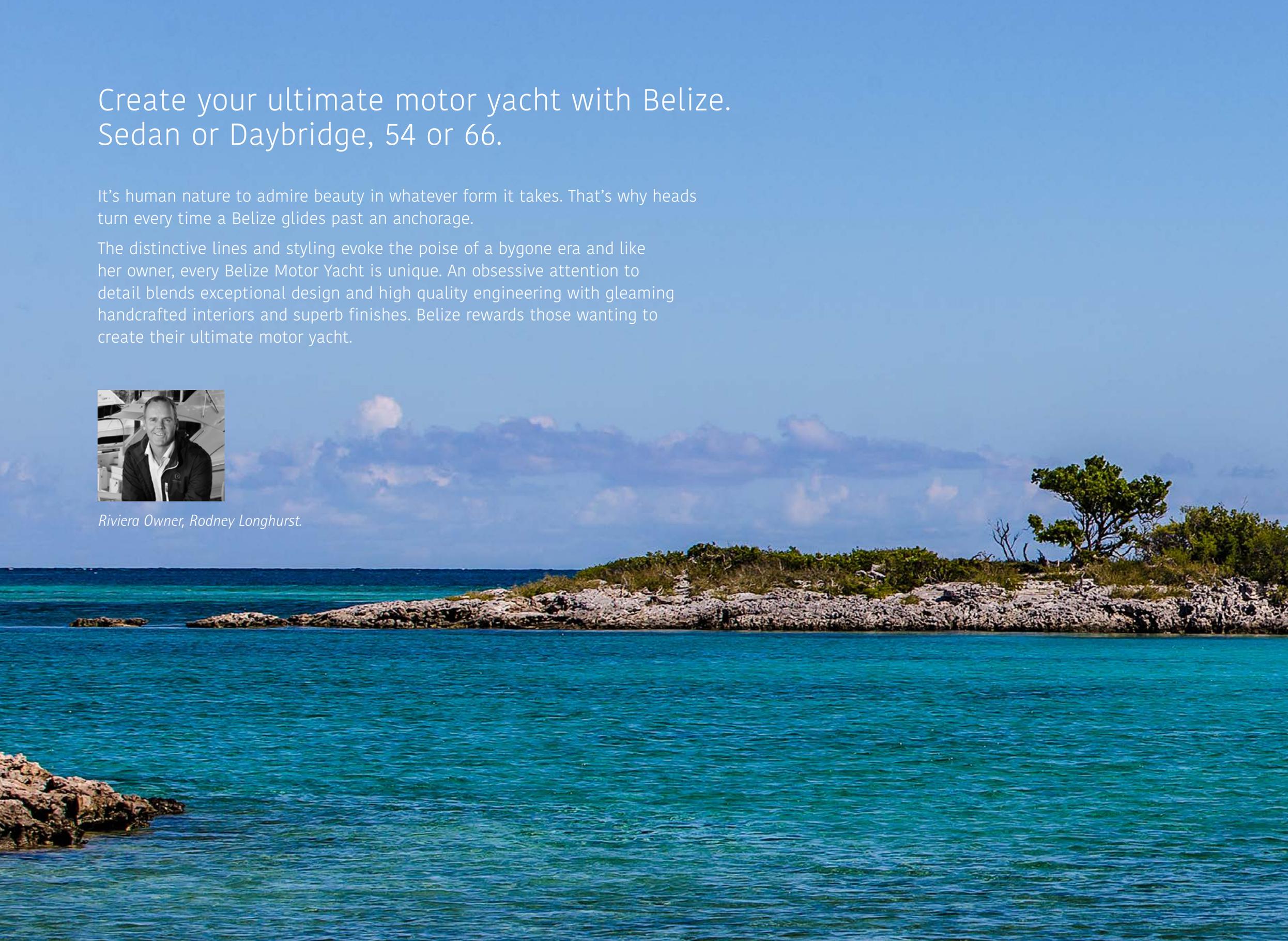
Create your ultimate motor yacht with Belize. Sedan or Daybridge, 54 or 66.

It's human nature to admire beauty in whatever form it takes. That's why heads turn every time a Belize glides past an anchorage.

The distinctive lines and styling evoke the poise of a bygone era and like her owner, every Belize Motor Yacht is unique. An obsessive attention to detail blends exceptional design and high quality engineering with gleaming handcrafted interiors and superb finishes. Belize rewards those wanting to create their ultimate motor yacht.



Riviera Owner, Rodney Longhurst.





Daybridge bimini top shown





The Belize 54 Sedan and Daybridge: sheer elegance

If the legendary wooden yachts of our past had kept evolving, how might they look today?

Belize could well offer some insights.

We sense they may have stayed with a lower profile than many of today's offerings not just for beauty's sake, but because the more tall and top-heavy a yacht, the more ungainly and susceptible to windage.

The trick is to have a sweet sheer-line and profile without it stealing room below decks. On the Belize, the sheer remains fairly flat until gently rising toward the bow.

But in this case, even good looks can be deceiving; the Belize actually delivers greater space – in the sizing of beds, heads, showers, in fact all living areas – than similar-sized production counterparts.

The Belize 54 was created by 4D Designs in collaboration with the Riviera and Belize design team. It's a testimony to very experienced thinking, artful computer-aided design

and stronger, less bulky miracle materials. But there are more differences: unusually for a motor yacht today, the Belize sheer is really the top edge of a substantial and shippy bulwark, as opposed to a token toe-rail, ensuring more secure side access and drier passage-making.

This bulwark is in turn capped with a shaped teak rail (left natural, but available with four coats of gloss, if desired).

Set atop the cap-rail is a beautifully electro-polished array of 32mm stainless stanchions carrying two 25mm horizontal rails that wrap right around the boat, to almost halfway along the cockpit.

The top rail is a 60mm elliptical shape that, as the hand falls upon it, feels as substantial as the reassuring traditional teak handrail of days gone by – without the vulnerability and maintenance.

The surface below the surface

As you well know, the geometry beneath any planing motor yacht is crucial to performance.

Belize was never going to make do with some off-the-shelf version, nor even settle for creating their own in the absence of propulsion data.

First prize, really, is to design in conjunction with the particular drive setup a specific yacht will have.

Because innovative pod propulsion had been agreed upon for the 54, the yacht's running surface was primarily penned on that specific basis – first by Ocean Yacht Designs, then reviewed by the renowned Riviera team of naval architects, designers, engineers and master craftsmen.

With all their approvals in hand, the hull was then taken to the Australian Maritime College (AMC) in Tasmania, for two rounds of tank testing.





Daybridge bimini top shown





Further shape adjustments were made during AMC's testing; all the time improving efficiency (a reduction in running trim angle, for instance, as well as a nice bonus of 'less effective power required') and resulting in a shape beautifully mated to her power source.

Essentially, it's a warped-plane hull with a very fine entry, and strong flare decreasing to a fairly flat run aft – a deadrise of 12 degrees.

Further aiding performance is a proper keel to assist tracking, with a very substantial turn-down chine in the bow to deflect spray and deliver a dry and silky ride offshore.

The yacht simply proceeds in a stately fashion, in keeping with her exterior style.

In more traditional times, the actual profile of the bow itself might've been dead plumb. But at the speeds we're able to drive our yachts today we need buoyancy forward; we don't need a bow that will dig into a wave (this is not an ocean race) but lift over it. Hence the slight spoon arc of the bow, at any sort of speed slicing a glassy sheet of water that turns into spray further down the flanks.

Following this wake along, almost halfway down the hull we start to detect the gradual compound curve of the hull's tumblehome, becoming quite pronounced at the transom.

This reverse curve is more than sensual, it's also practical; placing less weight up high in the hull and offering protection from slamming ... against a jetty, or rafted companions.





In its element

Time spent on a luxury machine such as the Belize 54 is as much an outdoors experience — maybe more so — than it is an indoor one.

A lot of attention has been devoted to making the most of that experience.

A huge sun pad with adjustable back rests sprawls along the centre line of the forward deck, drink holders and ample dry space for the music controls right alongside.

Going aft, the swim platform's centre section raises and lowers hydraulically (its teak decking standard, by the way).

This grants easy access to the transom's electric 'garage' door and space for a three-metre tender and outboard that can be easily loaded with the built-in electric winch.

Above the garage, there's another hatch that lifts to reveal the electric BBQ and sink, with helpful LED lighting in the raised hood overhead.

Backed up to that, in the cockpit is a rear lounge with good storage under, and a folding, multi-use hi-lo table.

More storage again (you can't have too much) is provided by the wet bar with fridge and icemaker console and its adjacent mezzanine seat (replaced with the stair ladder on the 54 Daybridge).

To the port side, an unusual, and most welcome feature: a cosy corner breakfast bar with swing-out stools that won't mark the decks.

By sunset, of course, it serves nicely as an ideal spot for drinking in the view.

A more gracious time and place

The Belize designers at Riviera have struck a keen-eyed balance between European panache and Australian practicality.

Throughout any Belize yacht, fabric panel walls, leather, weatherproof leatherette and passages of woodgrain are used in a contemporary palette to create a warm and inviting ambiance, and to contribute to excellent acoustics.

Two-pack polyurethane finishes accent and protect key surfaces in the galley, on door panels and other key joinery interludes.

High lustre is not, by any means, the answer to every décor decision; a number of Belize interior surfaces are quite muted. Satin varnish, for instance, is evident throughout the saloon, galley, helm, companionway and forward cabin threshold.

Galley bench tops offer a choice of natural solid surface materials.

The Miele name badges the induction cooktop, combination oven, and microwave.

The AC/DC Vitrifrigo system provides two capacious chiller drawers and a separate freezer drawer.

The dual bowl sink is served by award-winning Grohe Euro tapware.

Right across from the galley, on the starboard side, is the true heart of the saloon; a large L-shaped seating area that does double duty as lounge and dinette. (Or triple duty, with its clever purpose-built storage for crockery, glassware and charts tucked under.)

The saloon's opening side windows allow for natural ventilation.









Belize 54 Sedan: one continuous level of luxury

The Sedan owner could well be new to boating and just wants it to be as easy and simple as possible. But they could just as easily be a veteran cruiser who has owned flybridge yachts but no longer wants split-levels and stairs, either in their yacht, or their living quarters on terra firma.

Stepping inside

The advantages of such a layout are many but the main one is the convenience of every activity being available on one single, flowing level. Everything is right to hand: helm, galley, saloon, dining, bar, entertainment systems; all within the comfort and protection of a roomy weather-proof space.

But this style can also provide the best of both worlds; with an awning window, set in a solid stainless steel frame, opening out and over the cockpit from the rear bulkhead and extending the entertaining out to the open air.

The Sedan also offers another way to bring the outdoors in, either while under way or at anchor, when, with the press of a button, a giant sunroof slides open to the clouds and the stars.

Belize 54 Daybridge: all you could want, with something extra on top

The main decks of both the Sedan and Daybridge are identical as far as saloon, galley and accommodation areas. On the Daybridge though, an elegantly curving deep-tread staircase leads up from the cockpit.

Stepping inside

Every bit as sociable as the main saloon, the Daybridge area has a large L-shaped lounge and hi-lo table that can drop to create a second sun pad. Opposite is a wet bar with sink and fridge. And a second station acts as a day helm and offers the essential navigation aids.

Obviously a bimini can be added, but full clears are probably unnecessary. When weather becomes too hot, or cold, the Daybridge cover can be snapped on, the stair-ladder hatch closed and a retreat made to the cosy protection and luxury of the lower saloon and sports-inspired main helm.





Daybridge hardtop shown





Please take your seat

Let's take a closer look at the helm station.

Centre stage is a joystick control, two multifunction Garmin Glass Cockpit display screens, a Muir anchor windlass control with chain counter for precision anchoring, electronic engine controls, automatic trim tabs (with manual override), electric steering with adjustable wheel, standard auto-pilot, and Camray lipstick cockpit video cameras keeping you in the picture on boat extremities.

All this can be controlled from the luxurious leather electric helm seat, with matching passenger seat and a fore-and-aft chaise lounge lying alongside to starboard.

Below decks, above standard

Full-sized beds and roomy staterooms fill the Belize down below.

Rarely seen on a motor yacht of this style and size, the master stateroom extends the full beam of the boat. Its large queen-size innerspring mattress a very cossetting eight inches thick, with storage under its baseboard.

Mounted on the wall, flush, is a LED TV/DVD.

Either side of this cabin space are twin cedar-lined hanging and drawer spaces and, on each side, opening port lights for cross ventilation.









Indulge in pure luxury

In there, teak floors are satin varnished, with non-slip finish in the large frameless glass shower stall, with elegant Grohe fittings again providing the tapware and shower fittings.

The same high specification is shared by the VIP ensuite/dayhead forward: including semi-recessed porcelain sink, opening portlight and insect screen, round deck hatch overhead, plus cedar-lined timber storage lockers.

Every bit as opulent as the master, the VIP stateroom itself occupies the entire forward V-section: carpet to your choice, portlights to port and starboard, round hatch overhead, makeup drawer with folding seat and mirror.

The third, guest suite, is slightly less grand but no less highly specified.

Here there are twin, two-metre-long upper and lower berths, hanging locker, bedside table and drawers, and the benefit of an opening portlight, circular deck hatch above and plush carpeting below, fleecy between your toes.

This cabin is a great example of the Belize belief: "no second-class accommodation".



Harnessing technology

The sense of any classical or retro references quickly disappears when you examine the impressive technical side of the 54.

There's nothing at all nostalgic about resin-infused composite construction, double vinyl ester outer skin, or watertight, stepped collision bulkhead and independent foam-filled hull compartments. Or a deck both screwed and glued to the hull, with the final seam girded by a full-perimeter 60mm 316 marine grade stainless steel rub rail.

The engineering department affords choices of two smooth, fuel-efficient pod-drive propulsion options from Volvo Penta, each with through-hull underwater exhausts.

There are two engine and drive choices for the Belize 54:

Volvo Penta IPS15 800

Twin D8 engines and drive units (2 x 442kW/600hp), joystick maneuverability, Dynamic Positioning System, auto and manual trim tabs, Volvo/Garmin Glass Cockpit navigation and system monitoring system, Active Corrosion Protection and line cutters on propellers

Volvo Penta IPS20 950

Twin D11 engines and drive units (2 x 533kW/725hp), joystick maneuverability, Dynamic Positioning System, auto and manual trim tabs, Volvo/Garmin Glass Cockpit navigation and system monitoring system, Active Corrosion Protection and line cutters on propellers

Boating has learned a lot in the many decades since the golden age of wood.

Like anti-vibration engine mountings on two-pack, white epoxy-coated I-beams.

And double layers of acoustic and thermal lagging that swathe the engine room – even on the ceiling – all faced with white perforated aluminium insulation panels.

No doubt the old world of analogue needle gauges would find it hard to believe a vessel entirely wired and monitored using CZone digital switching, networked to a 10-inch touchscreen at the saloon entry and, in the case of the Daybridge, an additional 3.5-inch touchscreen at the upper helm.

Then there are the battery banks providing backups for the backups: two Mastervolt (12v) 225AH sealed AGM batteries for engines alone, four (12v) 200AH batteries for domestic service, and even two dedicated 130AH GELs just for the auxiliary and generator starting. Add to that two battery chargers; plus an inverter to power the premium sound system, some three LED TV's, and the icemaker.

Would the old craftsmen think it overkill to install some four electric bilge pumps, have each ball valve in polished stainless, fit anti-siphon loops, Head Hunter odourless sanitary hoses and double hose clamps on every underwater fitting?

They wouldn't. Nor do we.

But they might well shake their heads in wonder at the joystick controls for close quarters manoeuvring ... to say nothing of the Dynamic Positioning System/Skyhook GPS system for station-holding over a reef, or whilst waiting off a fuel jetty.

And old heads would certainly shake even more at the very posh, silent, fresh-water-flush Techma toilets.



Engineering excellence

The Two Pac coated engine room – with acoustic and thermal insulation and LED lighting – highlights the careful consideration for which Riviera is renowned globally in terms of its engineering.

The impressive commercial air intake system helps to keep the engine room temperature well below the engine manufacturer's formal recommendation, reducing fuel consumption even further, while the air-conditioning units are mounted high so gravity feeds condensation water into the common drain lines located on either side of the yacht and which drain aft and overboard.

Multiple automatic bilge pumps with manual override are located at various points throughout the hull and also pump directly overboard.



Electrical excellence

All batteries on board are maintenance-free to ensure carefree boating and are housed in special battery boxes in accordance with American Boating and Yacht Council (ABYC) and the European Union's CE industry standards.

The house power is 24-volt, which allows for simpler charging, lower current draw and smaller cables (further reduced weight) than equivalent 12-volt systems. The Mastervolt inverter provides power to the icemaker, entertainment systems and all outlets onboard, ensuring watching television while relaxing quietly at anchor is whisper-quiet.

LED lighting is utilised throughout and provides trouble-free boating while reducing electrical current draw. The lamps use less than 10 per cent of the power required to run a bulb lamp – no bulbs mean no maintenance and long service life. Additionally, Residual Current Device/Ground Fault Circuit Interrupter (RCD/GFCI) provides protection over the entire yacht and also complies with ABYC and CE standards.



The Riviera advantage

Riviera is continuing to lead the luxury motor yacht market and proudly stands behind the easy-to-use systems onboard its world-class designs.

A 5-year limited warranty on all Volvo Penta systems is now standard with every new Riviera and covers Volvo Penta helm stations, steering and propellers as well as major componentry of their high performance drivelines and fuel-efficient engines.

Available worldwide, this extended warranty complements the Riviera 5-year limited structural warranty and will provide even greater peace of mind for our valued Riviera boating family members.

Riviera Family members enjoy exclusive invitations to fun-filled social and boating education events, inspiring cruising experiences as well as special offers on genuine parts, electronics and our premium Riviera lifestyle collection.

Belize 54 Sedan



Crew cabin design option

Belize 54 Daybridge



Sedan Specifications

Length Overall (inc. swim platform and bow sprit)	16.50 m	54' 2"
Beam	5.03 m	16' 6"
Maximum Draft	1.33 m	4' 4"
Dry Weight (approx.) **	20,903 kg	66,580 lb
Fuel Capacity ***	3,000 L	793 US gal
Water Capacity ***	700 L	185 US gal
Holding Tank Capacity ***	350 L	92 US gal
Sleeping Capacity	6 persons	
Bridge Clearance	4.77 m	15' 8"
Engine Option		
Volvo Penta D8 IPS 800 x 2	441 kW	600 hp each
Engine Option		
Volvo Penta D11 IPS 950 x 2	533 kW	725 hp each

*Specifications may vary on a regional basis.

Daybridge Specifications

Length Overall (inc. swim platform and bow sprit)	16.50 m	54' 2"
Beam	5.03 m	16' 6"
Maximum Draft	1.34 m	4' 5"
Dry Weight (approx.) **	21,900 kg	48,281 lb
Fuel Capacity ***	3,000 L	793 US gal
Water Capacity ***	700 L	185 US gal
Holding Tank Capacity ***	350 L	92 US gal
Sleeping Capacity	6 persons	
Bridge Clearance	5.10 m	16' 9"
Engine Option		
Volvo Penta D8 IPS 800 x 2	441 kW	600 hp each
Engine Option		
Volvo Penta D11 IPS 950 x 2	533 kW	725 hp each

*Specifications may vary on a regional basis.

Specification clarification

* 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, outdrives, driving platforms, rubbing strakes).

** Dry weight represents the estimated minimum weight of a yacht 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 net tank capacity. For useable capacity do not rely on more than 90% of tank capacity. Actual capacity will vary according to yacht trim and sea state. Speeds are subject to normal weather conditions, fuel and/or water levels, passengers and equipment loads.

Our care for your information

Due to the constant refinement of specifications and design by Riviera Australia, the information in this document may change without notice. Specifications may vary with time and by region. Some images or illustrations in this brochure may include options or custom details.

Please note that as safety equipment specifications or standards vary by country, this aspect of your purchase will need to be completed by yourself and or your Riviera representative.

Please refer to your Riviera representative for specific warranty cover and the latest detailed list of inclusions and options prior to purchase.

