



HAND CRAFTED BY AUSTRALIA'S MOST AWARDED LUXURY MOTOR YACHT BUILDER





# A TOTALLY NEW TRADITION

The Belize 54 Sedan and Daybridge



54 SEDAN AND DAYBRIDGE



# CREATE YOUR ULTIMATE MOTOR YACHT WITH BELIZE

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 classic styling evoke the poise and grace of a golden era. Like her owner, every Belize is unique and created without compromise for those wanting to commission their dream motor yacht.

An obsessive attention to detail blends exceptional design and high-quality engineering with gleaming, handcrafted interiors and superb finishes.

Riviera proudly presents the Belize Motor Yacht Collection – a totally new tradition.

## BELIZE MOTOR YACHT COLLECTION

54 • 66 Sedan or Daybridge



Rodney Longhurst  
Owner Riviera











## 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 and in fact all living areas than similar-sized production counterparts.

The Belize 54 was created by the Riviera design team in collaboration with 4D Designs. 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 gloss varnish if desired. Set atop the cap-rail is a beautifully-electropolished 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 handrails 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. Because 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. 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' – 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 have 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 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.



Right - Daybridge bimini top shown













## 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. Much 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 is 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 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, there is a 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 Riviera designers 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 no longer wants split-levels and stairs either in their yacht, or their living quarters on terra firma.

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, and; 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 underway 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 however, an elegantly-curving, deep-tread stair-ladder leads up from the cockpit.

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.













## 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 autopilot and the cockpit 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. The master stateroom extends the full beam of the boat. Its large, queen-size innerspring mattress, a very cosseting eight inches thick with storage under its baseboard. Mounted flush on the wall is an LED TV.

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



ABOVE - Shown in Satin Teak timber finish.  
RIGHT - Shown in Satin Walnut timber finish











## INDULGE IN PURE LUXURY

In the bathrooms, teak floors are satin varnished, there's non-slip finish in the large, frameless glass shower stall and 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 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 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 fleecy between your toes.



ABOVE - Ensuite shown in Satin Teak timber finish. Starboard stateroom shown in Satin Walnut timber.

LEFT - Shown in Satin Walnut timber finish



## 54 SEDAN

Length Overall (inc. swim platform and bow sprit)	16.50 m	54' 2"
Beam (inc. gunwale)	5.03 m	16' 6"
Maximum Draft (inc. props)	1.33 m	4' 4"
Dry Weight ** (approx. depends on engines & options)	20,903 kg	46,083 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.

## 54 DAYBRIDGE

Length Overall (inc. swim platform and bow sprit)	16.50 m	54' 2"
Beam (inc. gunwale)	5.03 m	16' 6"
Maximum Draft (inc. props)	1.34 m	4' 5"
Dry Weight ** (approx. depends on engines & options)	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.

### CLARIFICATION AND OUR CARE FOR YOUR INFORMATION

- \* Length of the hull (Lh) to ISO8666: includes all structural and integral parts (i.e. 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 (e.g. 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.

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 you/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.



SEDAN HARDTOP





SEDAN SALOON DECK



DAYBRIDGE DECK

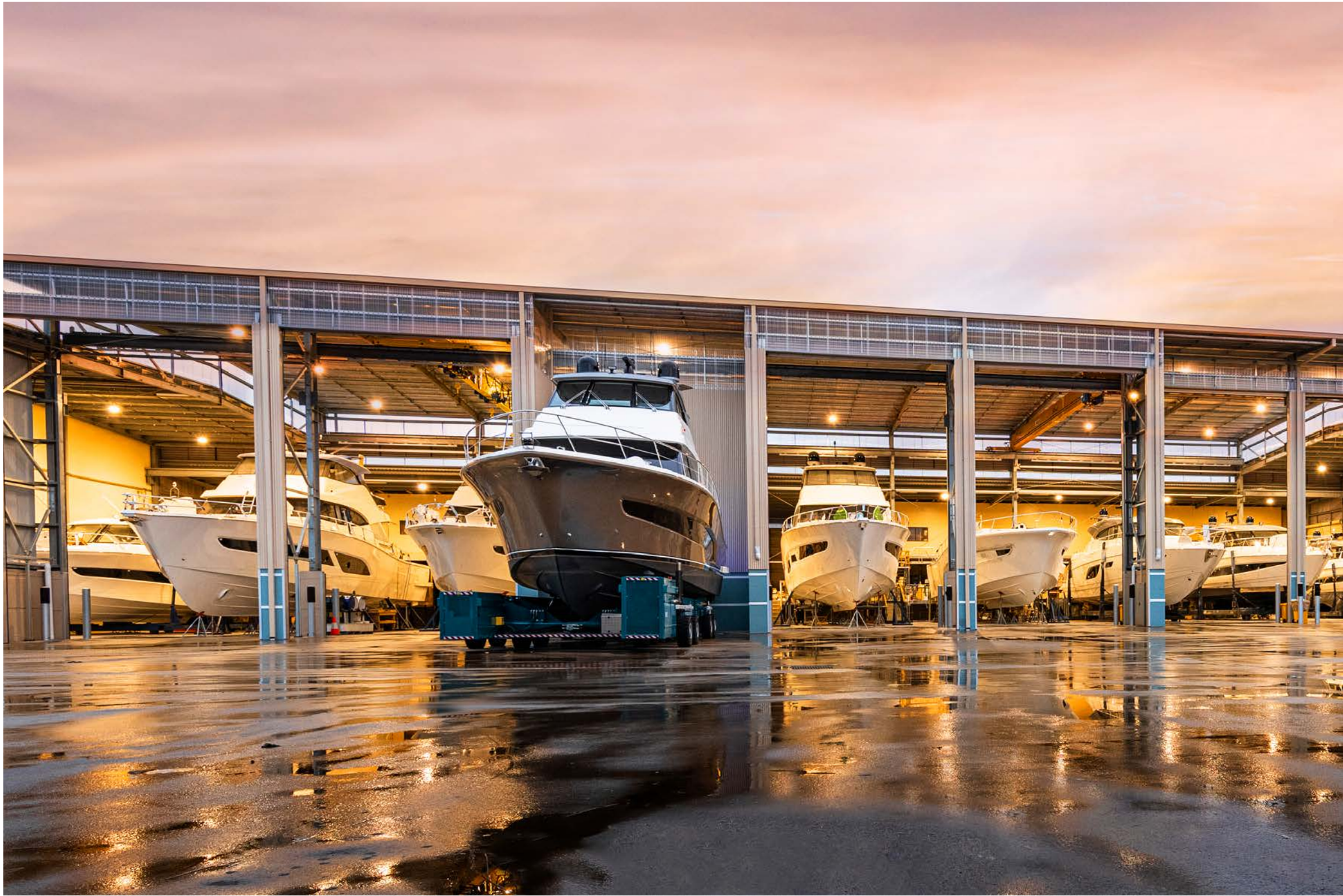


DAYBRIDGE SALOON DECK



ACCOMMODATION DECK  
Grand Presidential 3 stateroom









## RIVIERA TODAY

Welcome to the largest luxury yacht-building facility in the Southern Hemisphere, our purpose-built, state-of-the-art 16.8 hectare site at Coomera, Gold Coast, Australia. Our proud heritage is a significant point of difference with the experience gained over 42 years launching almost 6,000 luxury motor yachts. Handcrafting yachts internationally-praised for their peerless quality, materials, structural strength, ease of operation and fine luxury finish.

Safety at sea is paramount and today's Riviera yachts are renowned for their blue water capability. So too is the passion for excellence shared by our award-winning Riviera team, maintaining a tradition of enduring quality that means your Riviera retains its value.

Today, Riviera builds the most advanced boats ever, exporting around 55% of our annual production to a global dealer network spanning every continent. We design and build luxury motor yachts from 39 to 78 feet in length across six distinct model collections. Owners can choose from the proven blue water Flybridge range, stylish and sophisticated Sport Yachts, the sporty and adventurous SUV series, long-range Sports Motor Yacht designs, the luxurious new Motor Yacht or the classic Belize Motor Yachts. New models designed to inspire our owners' boating lives. It's all part of a deep-seated culture of customer care which goes beyond after-sales support and maintenance. When you acquire a Riviera, you join a family of fellow owners worldwide sharing adventures and advancing their boating knowledge and experiences in harmony with us.





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