

Riviera 445 SUV (2016-)

Brief Summary

The 445 SUV is one of three crossover models in Riviera’s range of do-everything boats. The 445 SUV model measures 47’5” (14.5 m) in LOA, 15’ (4.57 m) at the beam, and has a draft of 3’8” (1.13 m). The forefoot is sharp and deep, the bow has a marked flare, and the bottom has been optimized for Volvo Penta pod drives. Like all Rivieras, she was designed to handle Australia's coastal waters which are notoriously rough.

Price

Base Price\$891600.00

Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.

Key Features

- Electric/hydraulic trim tabs
- Helm with VHF radio included
- Aft facing lounge on the mezzanine level with drawers underneath
- 2 fishboxes (non-removable) in cockpit floor with pump-out facilities
- Icemaker fitted portside within GRP locker
- Folding saloon table with adjustable height pedestal
- U-shape lounge in premium leather with storage underneath
- Queen walk-around berth with innerspring mattress in Forward VIP
- Leather helm and companion chairs

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	4.6	4	0.7	7.1	6.2	3363	2924.3	57
1000	7.2	6.2	1.6	4.5	3.9	2124	1846.6	58

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
1250	8.3	7.2	2.5	3.4	2.9	1610	1399.9	60
1500	9.3	8.1	5.7	1.6	1.4	775	674.2	61
1750	9.7	8.4	8.5	1.1	1	543	471.9	62
2000	11	9.6	12.5	0.9	0.8	418	363.6	66
2250	17.3	15	15	1.2	1	548	476.6	69
2500	21	18.3	18	1.2	1	554	482.1	73
2750	25	21.7	22	1.1	1	539	468.6	74
3000	28.7	25	25.5	1.1	1	535	465.1	76
3250	32.4	28.1	31	1	0.9	496	431.2	78
3500	35.7	31	35.5	1	0.9	478	415.5	80
3630	38.1	33.1	41	0.9	0.8	441	383.5	80

[View the test results in metric units](#)

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Specifications

Length Overall	47' 5" 14.5 m
BEAM	15' 0" 4.57 m
Dry Weight	29,800 lbs. 13,517 kg

Tested Weight	
Draft	3' 8" 1.12 m
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	
Max Headroom	N/A
Bridge Clearance	N/A
Weight Capacity	
Person Capacity	
Fuel Capacity	528 gal. 1,998 L
Water Capacity	122 gal. 461 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	
Aft Deck	

Salon Inside Width	
Salon Fore & Aft	
Salon Height	
Salon Volume	
Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	5.5 sec.
0 to 20	
Ratio	
Props	T3
Load	4 persons, 1/2 fuel, 1/2 water, 50 lbs. of gear
Climate	75 deg., 39 humid.; wind: 10-15 mph; seas: calm

Riviera 445 SUV running shot

The Riviera 445 SUV measures 47'5" (14.5 m) long with a 15' (4.57 m) beam. Our test boat was equipped with a pair of standard 435-hp Volvo Penta IPS600 diesels. Note the flared bow and the hardtop extension that provides more protection in the cockpit.

Mission

As the "SUV" designation implies, the Riviera 445 SUV is a sport utility vessel that can be used for fishing, cruising, entertaining, scuba diving, and all manner of day-boating activities. She is built on the same hull as the Riviera 43 Flybridge and she's obviously directed to owners who don't want the flying bridge and are probably more casual about their fishing, people who want a more all-purpose watersports boat without the climb.

Riviera 445 SUV running shot

From this viewpoint, the bow flare can be seen to transition to near vertical sides ahead of amidships, creating more volume for interior spaces. Shown here with an optional extended swim platform and rail, the low sleek lines translate to a comfortable ride due to the low center of gravity.

Overview

The 445 SUV is one of three crossover models in Riviera's range of do-everything boats. The 445 SUV model measures 47'5" (14.5 m) in LOA, 15' (4.57 m) at the beam, and has a draft of 3'8" (1.13 m). The forefoot is sharp and deep, the bow has a marked flare, and the bottom has been optimized for Volvo Penta pod drives.

Bluewater Bred. She is a capable open-water cruising vessel that blends contemporary styling with modern marine systems. It's a low-profile design, keeping the center of gravity down, so it should be as at home in areas where bridges are low, as well as offshore. Built to operate in the wide open waters that surround Australia, she is a seaworthy design blending the builder's traditional indoor/outdoor livability with current operational technology — including pod drives from Volvo Penta and a Mastervolt CZone digital monitoring and control system for lighting, pumps, batteries and a host of other onboard equipment.

Riviera 445 SUV idle shot

The 445 SUV's LOA is 47'5" (14.5 m) including her integral bow pulpit and swim platform.

Her large cockpit and open plan salon with aft galley will entertain five to seven persons in style. It will easily convert to a fishing boat with the right options. With two en suite staterooms, one of which has three berths, plus a convertible dinette option in the salon, the 445 SUV sleeps those same five to seven persons.

The build is typical of Riviera's reputation for open-water capable yachts. The hand-laid hull has a solid bottom and chines up to a point above the waterline where coring begins. Vinylester resin is used for the first hull lamination after the gelcoat for strength and osmotic protection. There's a watertight collision bulkhead forward and independent compartments throughout the hull. The deck and cabin top are cored structures.

Riviera 445 SUV

There is nothing quite like being anchored out at sundown. Note the large transom door and platform rail that makes scuba diving more convenient, and casual fishing off the stern safer.

Notable Features

- Twin 435-hp Volvo Penta IPS600 diesels are standard
- Garmin Glass Bridge MFD available at helm
- Two-stateroom layout with master suite in the bow
- Stylish exterior design with recessed hull windows and opening ports
- Aft salon bulkhead with strong stainless steel sliding door and awning-style window
- Aft deck wet bar and mezzanine lounge seating
- Open plan salon and galley on one deck with opening and fixed windows

Riviera 445 SUV layout

The cockpit, shown here with the standard swim platform and optional teak planking on the cockpit and mezzanine soles, as well as on top of the forward corner steps, has an aft-facing mezzanine lounge. The galley and lounge are slightly raised up above the cockpit sole.

Features Inspection

The Cockpit

Riviera 445 SUV swim platform

The optional extended swim platform, set at the same level as the cockpit sole and equipped with an optional dinghy rail, helps make fish fighting or water toy boarding easier.

One of the most notable features of the 102 sq. ft. (9.47 sq. m) cockpit is the massive, stainless steel framed opening of the tempered-glass aft bulkhead. Once the sliding door is opened and locked to port, there is a rear bulkhead awning-styled window to starboard that hinges up, held in place by stout gas-assist cylinders, to improve the indoor/outdoor connection between the galley and salon with the cockpit. Another practical, seldom-seen feature found here — a stainless steel overhead handrail for a steady transition between the cockpit and the salon, particularly useful in a seaway.

Riviera 445 SUV cockpit

The cockpit, with under-gunwale storage lockers on three sides, two in-sole lockers and a transom locker that can be optionally equipped with a bait well or grill, is a perfect example of the 445 SUV's crossover capabilities. The awning and teak planking are optional.

Versatile Cockpit. Forward to port against the bulkhead, there's a large locker with a solid surface countertop, a top loading refrigerator, and an icemaker below. Anglers might use this countertop as a bait prep counter, or when entertaining, drinks and food can be placed here. To starboard, there's a two-person mezzanine lounge seat, with storage below. This seat is a good spot for relaxing or watching fishing action. In the sole between, there's a flush-mounted day-access hatch to the engine room for quick maintenance checks.

Riviera reinforces the sole with a metal alloy plate for future installation of a fighting chair or a fixed table. The transom locker can be plumbed as a bait tank with circulating pump and window, and under the lid, a shelf can be used as a bait prep board. Or, it can be fitted with an outdoor grill, sink with hot and cold pressure water, and a solid surface countertop. Outriggers, padded bolsters, and five rod holders are optionally available, as well.

Stern Platform.

An extended-length version of the swim platform is available, along with a U-shaped stainless steel dinghy rail, to make dinghy or water toy boarding easier. Both the swim platform and the cockpit sole up to the mezzanine level can be teak planked, optionally.

Riviera 445 SUV open cockpit

With the rear bulkhead opened, there's an open feeling between the cockpit and the salon. Note the overhead handrail to aid moving through the sliding glass door opening in a seaway.

To keep the cockpit uncluttered, there are four under gunwale lockers and one in the transom fitted with stout latches. The in-sole hatches have heavy-duty stainless steel locks and gas struts to hold them safely open. Riviera provides a freshwater washdown outlet, and a handheld hot/cold fresh water shower near the fiberglass transom door.

Riviera 445 SUV mezzanine seating

There's a top-loading ice chest, solid surface countertop, a standard icemaker and storage in the port side locker. The mezzanine seating has storage under, as well. Note the day access to the engine room on the centerline, and the grab rail on the after edge of triangular clear panel.

Several other details stand out on the aft deck. There's a molded flat to port above the entertainment console where an optional remote joystick and engine control panel can be mounted, a good idea for those who want more visibility and maneuverability aft when backing down on fish or into a slip.

Riviera 445 SUV handrails

Stainless steel handrails on the outside aft corners and on top of the cabin provide safety along both side decks for those going forward to handle anchoring duties or dock lines.

Going Forward. Molded steps in the forward corners of the aft cockpit and the small handrails mounted to the trailing edge of the triangular acrylic clear panels supporting the optional awning. Additional handrails are mounted horizontally on the cabin top. Thigh-high outboard rails mounted on the toe kicks run all the way to, and surround, the bow for safety.

Riviera 445 SUV sun pad

The optional sun pad is mounted on the centerline and flanked by stainless steel rails.

The Foredeck. The optional sun pad for the foredeck is mounted on the crowned surface over the forward cabin that has good runoff qualities for spray, and it has an integral pillow section and is flanked by two stainless steel handrails for added security on the foredeck.

The anchoring gear includes a vertical winch with 164' (50 m) of 8 mm galvanized chain, a molded bowsprit with roller, and a 45-lb. (20 kg) anchor. (We'd add another 100' of chain.) A chain counter comes standard, something that is a big help, particularly at night. The anchor locker is divided for chain and rope rode separation, and is equipped with foot switches, a remote switch at the helm, as well as saltwater wash down bibs.

The Open Plan Salon

The new 445 SUV emphasizes clear sight lines with fixed and sliding windows on two sides, and features like the massive, polished stainless steel aft bulkhead awning-style window and sliding door, to further the builder's inside/outside design concept.

Riviera 445 SUV galley

A deep, undivided stainless steel sink, a two-burner electric cooktop with removable pot restraints, a microwave/convection oven, and a pair of drawer-style refrigerators are standard. Note the cabinets above which have their own dedicated holders for stemware and china.

The Galley. When preparing food or drinks in the port side galley, the chef has good contact with family and guests, both in the salon and the cockpit. Storage in the galley is beneath the solid surface countertops and

in the portside cabinets overhead. There is a two burner stovetop. Under-counter drawer-style Vitrifrigo refrigerator and freezer drawers are adequate for short cruises and day-boat entertaining. A built-in microwave oven is standard. The galley counters are solid surface with backsplashes and all drawers and cabinets have positive latches. The main CZone digital monitoring and switching system's touch screen display is mounted on the aft end of the cabinets above.

More Rails. And in another nod to safety in a seaway, there's an overhead handrail, recessed into the overhead, that stretches from the sliding glass door to the companionway stairs leading down to the accommodations.

Riviera 445 SUV salon

With the awning-style window opened aft, sliding windows to port and starboard, and an opening overhead hatch, natural light, and ventilation are well thought out.

Salon/Dinette

The folding table in the U-shaped lounge to starboard can be manually adjusted to several levels. It dines four to six when up or, as an option, converts to a double bed when down. Leather upholstery and multiple density support look good together and add pleasure for those who choose to enjoy the cruise from the main salon. Sliding windows add to the natural ventilation possibilities.

Satin finish oak is used for cabinetry, bulkheads, and trim as standard, with commercial grade Kentucky oak synthetic flooring in the galley and salon. Optionally, a high-gloss cherry interior is available. The cabinet at the aft end of the L-shaped lounge stores an LED television on a lift.

Riviera 445 SUV helm

Sightlines from the twin leather upholstered, fore-and-aft adjustable helm seats are virtually unencumbered. Footrests at two heights accommodate a range of crew heights. Note the armrests, flip-up bolsters and the plush upholstery.

The Helm

Set to port, the helm is faced by two leather-upholstered chairs that adjust fore and aft manually, and have folding armrests. A two-level angled footrest is provided below the console for both seats.

Views from the helm are good on every point of the compass, with the only exception being the small angle in the aft port corner above the galley. Three pantograph windscreen wipers with fresh water wash downs and intermittent controls help keep the view ahead clear — a good idea in case one fails in a seaway.

Throttle and shift controls are located at a height that is handy for both a sitting or standing captain. The VHF radio and mike are situated outboard, along with the main electrical panel. For natural ventilation, there is an overhead opening hatch and a sliding window to port. A/C and defogging vents are situated forward of the console.

Riviera 445 SUV steering wheel

Stitched-leather wraps the console and the wheel. Lighted rocker switches control the most critical systems, including the bilge pumps and windshield wipers.

Electronics

Two optional 12" MFDs dominate the upper portion of the console. In the installation pictured above, the electronic shift and throttle controls, optional autopilot, and trim tabs controls are within easy reach of the helm. There's room remaining for electronic engine display, the windlass with chain counter, and the stereo control near the right edge. All of the system switches are individually back-lighted pushbuttons that span the upper edge of the lower console section, neatly labeled for fast identification. An anchor windlass control with chain counter and an engine room extinguisher system with alarm and test panel are also found on the console.

Riviera 445 SUV CZone touchscreen

The Mastervolt CZone touchscreen is in the galley.

CZone. In the galley, this Mastervolt touchscreen system allows owners control of multiple systems for entertainment, lighting, and climate control — just to name a few. It has three pre-programmed modes to cover operation of systems according to their use, be it cruising, entertaining, or at the dock. When the owner wants to dim the lights, control the windscreen wipers, or shut down all power and systems when leaving the boat, it happens at the touch of a finger.

Riviera 445 SUV accommodation layout

The master stateroom in the bow does not lack for space and amenities, including a private en suite head to port. The standard layout positions the VIP stateroom amidships, and it has three single berths. There are tracks in the VIP stateroom that allow the forward athwartships single berth to be moved aft and converted into a double.

Accommodations

Riviera 445 SUV master stateroom

The master stateroom in the bow has fixed portlights on both sides of the queen berth.

The master suite is forward, with two long in-hull windows for good views and natural light, and an opening hatch overhead for natural ventilation. There are 10,000 BTUs of air conditioning and reverse cycle heat, optionally available, dedicated to the master and the adjoining private en suite head. The queen size berth is easily accessed from either side, and there are storage drawers in the base beneath. Other storage includes two cedar-lined wardrobes, one with shelves, the other with a hanging rail. Most importantly, there is full standing headroom through the master compartment.

Riviera 445 SUV head

The master en suite head has a separate glass enclosed shower with a teak seat.

The private master stateroom en suite head compartment features a contemporary vanity with solid surface top and modern porcelain bowl sink.

Riviera 445 SUV guest suite

The guest suite is a comfortable, full-beam getaway that has two large in-hull windows with opening ports for natural light and ventilation. These beds can be joined to form a double.

Riviera 445 SUV third bed

At the foot of the two single berths there is another single stretching along the hull side.

The VIP guest stateroom has two single berths running athwartships, and a third single running fore and aft along the starboard side — a handy feature for a family with three children, or children with a nanny.

When cruising with another couple, they will be glad to have the privacy of this stateroom, even though it does not have full standing headroom by the beds. It does have sufficient headroom for most people at the entrance where the dresser and mirror are located. By mounting the forward athwartships berth on tracks, Riviera's designers have found a way to join the two to form a double berth.

Two in-hull windows provide good views and natural light, and two opening ports allow cross ventilation, but there is also optional 10,000 BTU air conditioning with reverse cycle heat available. The VIP stateroom has private access to the starboard side head compartment, which also serves as the day head.

Riviera 445 SUV day head

The day head also has a separate glass enclosed shower with a teak seat.

The day head compares favorably with the master head in terms of storage, contemporary appointments, and human dimensions. The small teak seat in the enclosed shower adds convenience.

Engine Room

Riviera 445 SUV engine access

At the touch of a switch, the cockpit sole hinges up to offer unfettered access to the engines, genset, strainers, batteries and other systems.

Access to the engine room is either through a day hatch in the aft deck sole, or more conveniently, a wide after section of the sole that rises up with an electric lift. Every wire, loom and plumbing line is color-coded wherever possible for quick identification. The entire engine room is finished off in a smooth white coating that looks professional. All thru-hull fittings on or below the waterline have ball valves and double-clamped hoses. Fuel lines are swaged, and a fire suppression system with automatic/manual controls at the helm is standard. Standard power is twin 435-hp Volvo Penta IPS600 diesels.

Riviera 445 SUV generator

The standard generator is a 9.5 kW (11.5 kW is optional) Onan EQD. The fuel/water separators for the mains and the genset are positioned on the forward bulkhead for easy service.

Performance

With the IPS 600s pod powering our test boat, we reached a top speed of 33.1 knots at 3630 rpm. Her best economic cruise came is as we dialed back to 2500 rpm and 18.3 knots. At that speed we were burning a combined 18 gph, giving us a range of just over 482 nautical miles, of course, while still holding back a 10% reserve of the boat's 528-gallon (2,000 L) fuel capacity. But with that said, as with most IPS driven yachts, the economy changes very little from roughly 15 knots on up to full speed, so this is more of a yacht that we can operate based on prevailing conditions rather than fuel economy.

Riviera 445 SUV

The Riviera 445 SUV had a time to plane of 5.5 seconds and reached 30 mph in 12.2 seconds.

Handling

As for handling, her solid build really comes into play with a feel of a much larger boat. She transitions through chop nicely and while there are plenty of grab rails throughout the boat, they seem ornamental as the 445 SUV remained steady during our time offshore. She still has the wide turning radius of an IPS powered boat, but reducing speed tightens the turns accordingly. She's responsive to the helm at both high and low speeds.

Docking

When docking, we appreciated the optional IPS joystick in the cockpit that gave us full visibility of the stern as we backed into our slip. Even with a strong crosswind, we had good control authority, needing only small pulses of the stick to ease her into position. This is an important consideration as often there's trepidation

about transitioning to a larger yacht and this alleviates any concerns about being able to handle it at the dock.

Standard Features

- Engine access through cockpit with electric lift
- Emergency fuel shutoff valves outside of engine room
- Onan EQD 9.5 kW generator with freshwater cooling and sound shield (an upgrade to 11.5 kW is available)
- Port side wet bar and grill on aft deck
- Electric windlass, foot control switches on bow, remote control at helm
- Mastervolt CZone digital switching system
- Oak and teak interior, commercial-grade oak flooring to galley

Options

- Cockpit joystick for Volvo Penta IPS
- Cockpit awning with quarter panel clears and integrated grab rails
- 22" LED television/DVD in aft stateroom, also available in master stateroom
- Tropical package air conditioning with generator upgrade to 11 kW

Observations

Solid fiberglass construction below the waterline and a reinforced watertight collision bulkhead forming the anchor locker makes it clear that Riviera continues to stress seaworthiness in its SUV line.