

Riviera 68 Sports Motor Yacht (2018-)

Brief Summary

The Riviera 68 Sports Motor Yacht is a true long-range, luxury motoryacht. She is built for owners who want to take their boating far afield while still being able to fish effectively and enjoy myriad watersport pursuits, including scuba diving, snorkeling and kayaking.

Born and bred in Australia, the Riviera 68 Sports Motor Yacht possesses a refreshingly distinct style developed in-house by Riviera’s talented design team who obviously know their customers and what lights up their eyes.

We think the 68 Sports Motor Yacht will more than satisfy the most adventurous boaters.

Price

Base Price

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

- Anchor chain chafe plate fitted to bow spirit
- Foredeck storage lockers port and starboard side including fender locker
- Teak-laid anchor hatches and footwell at the bow
- Foredeck Fusion black box stereo 12V AM/FM/USB/AUX/iPod/iPhone/MTP/Bluetooth
- Premium dishwasher
- Reverse cycle air-conditioning 48,000 BTU, (2x) 18,000 BTU and (2x) 6,000 BTU
- Dinette table, folding both ends, (2x) fixed pedestals, sliding manually forward and aft
- Master stateroom 40" (101.6 cm) LED TV, Blu-ray player and home theatre system

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
700	9.4	8.2	6.6	1.4	1.2	2388	2076.7	56

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
1000	12.3	10.7	17.7	0.7	0.6	1155	1004.3	63
1250	14.4	12.5	36.2	0.4	0.3	660	573.6	65
1500	17.7	15.4	59.3	0.3	0.3	497	431.9	66
1750	23.4	20.3	85.1	0.3	0.2	458	397.9	68
2000	31	26.9	132.3	0.2	0.2	389	338.6	71
2250	34.2	29.7	151.8	0.2	0.2	374	325.6	72
2300	36.1	31.3	160.6	0.2	0.2	374	324.8	73

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

Length Overall	75' 22.68 m
BEAM	19' 8" 6 m
Dry Weight	101,200 lbs. 45,900 kg
Tested Weight	110,000 lbs. 49,895 kg
Draft	5' 9" 1.76 m
Draft Up	
Draft Down	

Air Draft	
Deadrise/Transom	
Max Headroom	
Bridge Clearance	21' 1" 6.43 m
Weight Capacity	
Person Capacity	
Fuel Capacity	1,849 gal. 7,000 L
Water Capacity	264 gal. 1,000 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	110,000 lbs. 49,895 kg
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	
0 to 20	
Ratio	
Props	
Load	8 persons, 1/2 fuel, no water, 50 lbs. of gear
Climate	73.8 deg., wind: 12 kts,

Riviera 68 Sports Motor Yacht running

The Riviera 68 Sports Motor Yacht is designed for long range cruising.

Riviera 68 Sports Motor Yacht running

The new Riviera 68 Sports Motor Yacht is a convertible with an enclosed flying bridge as standard, not an option.

Mission

The Riviera 68 Sports Motor Yacht is designed, engineered and built to perform as a luxurious, long-range, offshore cruiser and a capable offshore fishing and adventure platform. Born in the waters off of Australia, the Riviera 68 offers comfort and safety in some of the world's most harsh and unpredictable conditions.

Riviera 68 Sports Motor Yacht layout

The Riviera 68 Sports Motor Yacht has an LOA of 75' (22.68 m), beam of 19'8" (8.00 m) and a draft of 5'9" (1.76 m).

Riviera 68 Sports Motor Yacht layout

Five of the boat's seven entertaining venues can be seen in this drawing of the Riviera 68 Sports Motor Yacht.

Boat Inspection

Swim Platform

The swim platform of the test boat is nearly full beam and measures 4'8" fore to aft.

Riviera 68 Sports Motor Yacht swim platform

The swim platform provides a teak beach for guest to debark for a swim, launch water toys or scuba dive from. A hydraulic lift is an option to consider for launching PWCs and tenders.

Cockpit

Riviera 68 Sports Motor Yacht

The starboard side transom door is shown here in the open position.

To enter the cockpit there are two 24" wide transom doors port and starboard. Not just one that is typical of most convertibles.

Riviera 68 Sports Motor Yacht

The transom mounted livewell is an optional fishing feature on the Riviera 68 Sports Motor Yacht.

Otherwise, it can be a beverage cooler or storage compartment.

Riviera 68 Sports Motor Yacht door

The cockpit is 33-1/4" deep. A few inches higher than most hardcore offshore anglers usually prefer, which makes it safer and better when kids are aboard.

Riviera 68 Sports Motor Yacht

The cockpit floor is reinforced with an alloy plate for an optional fighting chair or table mount. Note the optional windlass below the hawse pipe to assist when docking. The teak flooring is optional in the cockpit.

The Riviera 68 Sports Motor Yacht comes standard with two in-deck fish boxes including pump out capability.

There are additional storage lockers in the transom, under the grills and in the port and starboard coaming lockers.

Riviera 68 Sports Motor Yacht

The cockpit is just one of six venues on the Riviera 68 Sports Motor Yacht that can host a cocktail party.

Riviera 68 Sports Motor Yacht fridge

The molded-in refrigerator with a 24 DC volt freezer plate is idea for frozen bait or for parties. The wet bar lifts to reveal the engine room access.

Riviera 68 Sports Motor Yacht

Shown is the engine room access that is under the wet bar. Note the two hoses that lead to the sinks mixer faucet and drain receptacle. This is clever.

Riviera 68 Sports Motor Yacht

No Australian boat would be complete without a “Barbie.” The Riviera 68 Sports Motor Yacht has two.

Riviera 68 Sports Motor Yacht

The cockpit stairs lead up to a true mezzanine level.

Mezzanine Deck

Port and starboard teak-laid stairs lead up to the mezzanine level, with standard teak-laid floor.

Riviera 68 Sports Motor Yacht lounge

The large forward-facing central lounge seating conceals a copious amount of storage.

The standard twin in-laid, teak tables can accommodate 10 or more diners with the five standard folding captain’s chairs facing aft.

Riviera 68 Sports Motor Yacht

The tables fold to allow easy access to the seating. The stainless steel grab rails provide convenient hand-holds while underway.

Riviera 68 Sports Motor Yacht

There is a central bar with a large pass through window that opens to the galley. Great for entertaining. Note the swing away stools.

Built into the overhead, there is a port side fold-down television with speakers that come standard.

Riviera 68 Sports Motor Yacht

The pass-through window is heavily built with polished stainless steel frames and fixtures.

Riviera 68 Sports Motor Yacht

There is a standard built-in icemaker. The bar is accented with a stainless-steel hand-rail. It is good-looking and practical in a seaway.

Riviera 68 Sports Motor Yacht

Under the solid surface bar counter is a storage compartment. There is space to store several bottles and bar utensils.

Riviera 68 Sports Motor Yacht

There is an indirect lighting fixture concealed in the overhead.

Foredeck

Riviera 68 Sports Motor Yacht sides

Proper port and starboard are 12" (.30 m) wide on deck and lead to the foredeck and a highly social seating area.

The tall handrails along the side decks start at 28" (.71 m) and rise to 32-1/2" (.82 m) forward on the foredeck, providing security when going forward. These are higher than either ABYC or CE standards, which are not good enough for Riviera and a number of other builders of serious cruising boats.

Riviera 68 Sports Motor Yacht

The forward, highly social, facing bench seating area comes complete with a premium stereo system and four speakers. Note the standard port side 1,200 lb. (544 kg) capacity electrically actuated, hydraulic davit for placing an optional dinghy on the foredeck when traveling.

The bench cushions stow neatly in dedicated lockers on the foredeck. The deck is flat between the couches and there is enough room to place fold-up cocktail tables here when entertaining.

Removable stainless steel fixtures can be embedded into the deck to hold a removable cradle for the tender.

Riviera 68 Sports Motor Yacht

The forward-facing bench seat folds up to provide room for the tender when stowed.

Riviera 68 Sports Motor Yacht

Port and starboard built-in insulated coolers provide refreshment access, or they can be used for storage.

Riviera 68 Sports Motor Yacht windlass

The vertical anchor windlass can handle rope or chain and has overload protection. The windlass can be operated by the remote control shown on the hatch cover or from the flybridge. Note the manual handbrake.

The bow pulpit features a stainless-steel chain plate and bow roller.

The bow hatches, port and starboard, located on the foredeck provide access to the chain and there is a raw water wash-down system on the port side.

The two 13" (.33 m) heavy-duty cleats and two fairleads aid in docking and anchoring procedures. There are also two pop-up fender cleats.

Enclosed Flying Bridge

The enclosed flying bridge on the Riviera 68 Sports Motor Yacht is indicative of this vessel's true long-range open-ocean intent. Built to protect the operator from the elements, the large enclosed space and seating allows many passengers the opportunity to interact with the helmsman and be a part of managing the journey.

Skylounge. When at anchor or at the dock, it becomes a preferred location for the guests because of the views.

Riviera 68 Sports Motor Yacht

The well-made L-shaped genuine premium leather lounge seating contains a pull-out and pop-up trundle bed that makes this sofa into another sleeping space. Window sills are low so visibility is excellent when seated.

Riviera 68 Sports Motor Yacht

For really long journeys, the lounge easily converts to a double berth.

Riviera 68 Sports Motor Yacht

On the port side is an entertainment center with a 32" LED TV with a stereo system which feeds six speakers and a sub-woofer. Note the standard Norsap helm and companion chairs which are electrically adjustable and come with folding arm and footrests.

There is a dedicated 18,000 BTU reverse-cycle air conditioning unit with outlets at the helm, windscreen defogger, and aft sky lounge vent outlets.

The flybridge seating comes complete with a rubber-footed ottoman with a coffee table stowed inside.

Riviera 68 Sports Motor Yacht

Overhead is a Webasto sunroof that is electrically actuated and a leather wrapped hand hold which is a rare accommodation on a powerboat.

Windows, port and starboard slide open and the aft window opens outward bringing the outdoors in.

The decking is a premium vinyl, wood grain planking that is as rugged as it is good looking.

The Helm

Riviera 68 Sports Motor Yacht

The test boat's helm was bristling with three large optional Garmin multi-function displays. There are three standard windshield wipers that have intermittent controls and defoggers in the dash.

Because the upper helm is enclosed there is no need for a lower helm which saves precious room. The visibility from here is superb. The two high-backed black helm chairs are possibly the most deluxe seen on any boat in class. They are made by NorSap, a Norwegian company. They are also commercial grade, the captain's seat moves vertically as well as fore and aft, and both are designed to cushion the ride when the going gets rough.

The helm is on the centerline, facing three screens and there is room for more in front of the companion position. Standard helm systems include:

- Autopilot — matched to the brand of the navigation package selected
- Cameras — salon, cockpit and engine room with feeds are provided to the helm for integration with the electronics package selected
- Chain counter
- Compass 4.74" (12 cm)
- Electronic engine control unit with two lever shifter and throttle
- Twin Disc QuickShift® controls with EJS joystick
- CZone monitor display
- VHF radio and hailer

To the left of the wheel is the ship's C-Zone monitoring system which eliminates the need for lots of gauges on the bridge. It controls the boat's electrical system and many other functions on the boat. There is also a smaller version on the main deck just inside the door.

The wheel is leather-wrapped and below are accessory controls with a soft blue backlight. To the captain's right is a console with a high-gloss walnut surface that holds the Garmin navigational screen controls, engine control binnacle, joystick, and autopilot.

The Twin Disc control binnacle has a knob so the captain can select the best marine gear settings for cruising, running fast or trolling. To the left is the Humphree interceptor control pad, which is more efficient, reliable, and requires less maintenance than conventional trim tabs.

Riviera offers a range of factory-fitted electronic packages with everything from radar to underwater lights.

Riviera 68 Sports Motor Yacht

Fully adjustable helm seating is electrically-actuated. Note the Norsap seats complete with a fold-up armrest and adjustable footrest. This is a Norwegian-made commercial grade seat which is much more comfortable than the seat brand that is commonly used on such boats in the U.S.

Riviera 68 Sports Motor Yacht

The Twin Disc QuickShift® controls are well positioned with the shift, throttle levers and joystick within easy reach. Note the joystick forward and the Humphrees interceptor trim tab controller at the left.

Riviera 68 Sports Motor Yacht

The CZone digital switching simplifies the management of the intricate systems. Virtually all major electrical functions can be handled from this pad or one inside the door from the mezzanine deck.

Flybridge Aft Deck

Riviera 68 Sports Motor Yacht

The helm and sky lounge have the best views on the boat. The aft deck is the boat's seventh entertaining venue.

Out the sliding doors to the aft deck we find a remote control station to port abaft the wet bar. Here is where most owner/operators will stand when backing into a port-side slip. Note the location of the joystick outboard.

Portside Joystick. Across the aft deck to starboard is another joystick if docking on that side of the boat. But, the main aft control station is where the captain will be looking down and working the throttles and gears behind his back if the owner is fighting a trophy fish.

Riviera 68 Sports Motor Yacht

On the flybridge aft deck is a full function docking helm to port. Anglers will like it as the crew can both watch the cockpit action and keep the boat in proper position.

Riviera 68 Sports Motor Yacht

The aft helm comes complete with a stainless-steel steering wheel, multi-function display, electronic controls, stop/start panel, dual lever engine controls, horn, VHF remote, joystick, dash cover and a fold out seat.

Riviera 68 Sports Motor Yacht

A wet bar is built into the aft control station with a solid surface top, stainless steel sink with a hot and cold water mixer faucet, storage, icemaker and stainless steel refrigerator drawer.

Riviera 68 Sports Motor Yacht

The boat as tested had an optional third joystick mounted on the starboard rail of the flybridge aft deck to assist when docking.

Riviera 68 Sports Motor Yacht

The aft docking station made docking in extremely close quarters easy.

Riviera 68 Sports Motor Yacht

Mounted in the aft guard rail is an integrated safety equipment locker. This is a good place if it's ever needed. CE requirements mandate a proper life raft on boats in this class, something rarely seen on many U.S.-built vessels.

Riviera 68 Sports Motor Yacht

Throughout the Riviera 68 Sports Motor Yacht there are impressive, heavy-duty polished stainless steel frames and fixtures. Shown is the outwardly opening flybridge door with handle latch and lock.

Riviera 68 Sports Motor Yacht

The flybridge aft deck has L-shaped bench seating covered with Sunbrella material and a folding teak table. The table here is shown in the folded position.

Riviera 68 Sports Motor Yacht

In this image the teak table is fully deployed. The arrow points to the optional port side joystick.

Riviera 68 Sports Motor Yacht

Built into the overhead is a stainless steel grab rail, another indication that this yacht was designed with serious seas in mind.

Galley

The galley is conveniently located between the two main dining areas, the salon and the mezzanine deck. All joinery work was high-gloss walnut on our test boat, but a mat walnut finish is standard. This walnut theme is carried throughout the boat.

The decking is a synthetic wood grain that is easy to maintain and repair if need be. Many fine yacht builders now use interior synthetic decking.

The yacht comes complete with a 40-piece set of flatwater, a 40-piece set of china, as well as an ample assortment of tumblers and fine stemware. Best of all, there is dedicated storage for every item in the

cabinets.

Riviera 68 Sports Motor Yacht

There is a double sink built into the aft counter with a three-burner induction cooktop on the port side counter. Below the cooktop is an oven/microwave combination.

Riviera 68 Sports Motor Yacht

A full-size dishwasher drawer is standard. It's located high and just to the right of the sink — just where it should be.

Riviera 68 Sports Motor Yacht

On the starboard side are four refrigerator/freezer drawers, plus other drawers and cabinets.

Riviera 68 Sports Motor Yacht

There are a total of six pull-out refrigerator and freezer drawers and there are dedicated storage cabinets for Riviera's elegant galley-ware package.

Salon

Riviera 68 Sports Motor Yacht

The salon measures 14' (4.27 m) wide and 14' fore and aft, which breaks down to 196 sq. ft. (18 sq. m). However, the sizeable windows make the salon feel much bigger.

The joinery work is high-gloss walnut and is commendably executed.

The standard upholstery for the lounge seating is leather. The test boat offered an upgraded soft, finely made material.

Riviera 68 Sports Motor Yacht salon

Rarely seen on an offshore sportfishing convertible is a port-side pantograph door that opens to the side deck. Note, the windows slide open to allow in fresh air.

The reverse-cycle heating and air conditioning ducts are hidden from view in the overhead soffits.

Riviera 68 Sports Motor Yacht

Built into the forward side of the galley counter is a 50" (127 cm) LED TV. The TV is positioned so it is easily seen from the dinette and sofa. More important is the stairway to the flying bridge seen at right.

The enclosed flying bridge is reached by means of stairs that are behind the galley. They are open above waste level, letting light pass through. Under them, are the stairs to the day head below and the utility room. This is a clever space-saving design that is a win-win — all-weather access to the bridge with the safety of being inside and more space available on the mezzanine deck.

Riviera 68 Sports Motor Yacht

The dinette table is walnut with veneer match-book inlays on the surface and solid wood framing on the sides. The table slides outward to make it easier to get in and out of the bench seating.

Riviera 68 Sports Motor Yacht

The dinette table folds and has integral leather-wrapped handrails.

Riviera 68 Sports Motor Yacht

The ottoman can be positioned as a footrest, coffee table or a seat for two at the dining table.

Riviera 68 Sports Motor Yacht

The ottoman has a pull-out drawer, perfect for storing magazines or tablet devices.

Riviera 68 Sports Motor Yacht

The overhead soffits are attractive and provide direct and indirect lighting.

Riviera 68 Sports Motor Yacht

The indirect lighting can change color as the occasion requires, from cool disco blue to hot passionate pink.

Riviera 68 Sports Motor Yacht

The vista from the salon reminds us of an observation deck on a cruise ship — only a lot more private.

Accommodations

Riviera 68 Sports Motor Yacht

This is the “Classic” version of the 68 Sports Motor Yacht, with the fourth stateroom and the master head located on the starboard side integral to the master stateroom in the midships location.

Riviera 68 Sports Motor Yacht

The “Presidential” version replaces the starboard guest stateroom with a master head, thus opening up the master stateroom for a cozy dinette for two, which triples as a vanity and workstation.

Master Stateroom

Riviera 68 Sports Motor Yacht

The master stateroom has 6’6” (1.98 m) of headroom. The master bed measures 78-1/2” (1.99 m) head to foot and 72” (1.83 m) wide, which is as wide as a California King.

18,000 BTUs of air conditioning is dedicated to this space. This is carpeted with underlay padding. High-gloss walnut veneer was used throughout. With massive storage on the port side and under the bed, there is adequate room for clothing. Because of its position, this is the most comfortable place on the boat.

The Head. Using a glass treatment that can be made opaque for privacy or transparent for light makes the master seem larger than it really is. The head has a single sink, large counter and a full-size walk-in shower. It is as large as most boats in class and is pretty much the same size as the one in the Presidential layout.

Classic or Presidential Layout? We think to a great degree, it will depend on what owners are used to when deciding whether to go with the Classic or Presidential layout. The master in the Presidential is much grander and it is certainly attractive, having the added functionality of the cozy booth, which also serves as a vanity and workstation.

Riviera 68 Sports Motor Yacht

Headboards, bulkhead coverings, and overhead vinyls are all decor items that owners can specify. Note the pocket door at the left to the head.

Riviera 68 Sports Motor Yacht

On the port side is a full chest of drawers under the large window and an opening portlight. Forward is a cedar-lined hanging locker with shelving. Note, over the bedside table is a power point with a USB outlet.

Riviera 68 Sports Motor Yacht

To the starboard is the head separated by a glass wall, which allows the light from the large head window shine through.

Riviera 68 Sports Motor Yacht

When privacy is desired, there is a switch just inside the head that changes the glass to be opaque.

Riviera 68 Sports Motor Yacht

Just outside the master stateroom is a conveniently located wine cooler.

Riviera 68 Sports Motor Yacht

Looking forward in the master we see the passageway to it. A hanging locker is to the left and there are five drawers under the TV.

Master Head in the “Classic” Layout

Riviera 68 Sports Motor Yacht

The “Classic” layout has four staterooms, which required that the midships space for the master also contain the head. It is a concept that works fine, in our opinion.

Riviera 68 Sports Motor Yacht

Entry to the ensuite master head is through a space-saving pocket door. There is solid surface decking throughout as well as solid surface countertops. Note the welcome mirrors at face level over the window.

Riviera 68 Sports Motor Yacht

The shower stall has a glass door and features a rainforest-type shower head and a separate handheld shower wand.

“Presidential” Layout

Riviera 68 Sports Motor Yacht

By eliminating the fourth stateroom and moving the head there with access from the passageway to the master, Riviera has created what it calls the “Presidential” layout. It has the benefit of a cozy multi-functional booth to starboard and a larger hanging locker that will be much appreciated by the owners.

Riviera 68 Sports Motor Yacht

This is functionality that we often see on large motoryachts and it is compelling because of its Romantic appeal and added functionality. An additional benefit is a larger hanging locker at left.

VIP Stateroom

Riviera 68 Sports Motor Yacht

The VIP stateroom is forward and has 6’6” (1.98 m) of headroom. The centerline island berth measures 76” (1.93 m) from head to foot and 60” (1.52 m) wide, which is the same width as a queen-size bed.

The port and starboard windows are large, tinted and tempered. They include matching roller blinds for privacy.

The hatch above also provides light to the VIP stateroom and features OceanAir fly-screen and a block-out blind.

There is a dedicated 16,000 BTU reverse-cycle heat and air conditioner for this space. The VIP stateroom has a 32” (.81 m) LED TV and stereo system with an iPod interface and two speakers. Riviera has thoughtfully placed storage cabinets port and starboard above the windows that use the bow flare for much-needed extra storage.

Riviera 68 Sports Motor Yacht

There are four storage drawers built into the base of the island berth. With the assistance of gas struts, the bed surface lifts to reveal more storage.

Riviera 68 Sports Motor Yacht

There is a cedar-lined hanging locker on the starboard side and a cedar-lined storage locker to port.

Riviera 68 Sports Motor Yacht

There is additional storage above the windows on both the port and starboard side.

Riviera 68 Sports Motor Yacht

The en suite head has solid surface flooring throughout. The shower stall has a glass partition and a rainforest-style shower head with a separate hand-held shower wand.

Port Side Guest Stateroom

The port side guest stateroom has a private door to the guest head that is shared with the starboard side guest stateroom and doubles as a day head.

Riviera 68 Sports Motor Yacht

We like the versatility of having two twin beds in the guest stateroom. Note the nightstand between them.

Riviera 68 Sports Motor Yacht

The inside bed slides outboard to form a double, should the occasion arise. Note that the side table has magically appeared to the left. (Psst...there are really two night tables.)

The twin beds in the port side guest stateroom convert to a double bed by sliding the inboard bed over to the outboard bed. The small nightstand that is between the beds then appears on the inboard side of the double berth.

Riviera 68 Sports Motor Yacht

There is overhead storage and light pours in through the large windows and opening portlight.

Starboard Side Guest Stateroom

Riviera 68 Sports Motor Yacht

The starboard guest stateroom is the smaller of the two. The over and under berths are singles and offer some storage under the lower berth. Note that the starboard stateroom has an opening portlight.

Guest Head

Riviera 68 Sports Motor Yacht

The guest head has solid surface decking throughout. The shower stall has a glass partition and a rainforest-style showerhead with a separate hand-held shower wand.

Day Head and Crew Quarters...or Whatever

The day wet head is located in the utility space forward of the engine room. It is reached through its own glass door on the mezzanine level and down a flight of stairs. We think that it is a good idea as it can be used to rinse off by swimmers, or as a day head by guests in the cockpit or on the mezzanine.

Riviera 68 Sports Motor Yacht

The red arrow indicates the stairway down from the mezzanine deck and the black arrow points to the engine room door.

Every owner will have a different use for this valuable space just forward of the engine room. For example, scuba divers might use it to store tanks and perhaps even set up an air compressor here (with proper exhaust ventilation). Avid anglers might have rod and tackle storage here. For others, it might be a workshop or place for extra storage.

Riviera offers an option for converting the utility space into a crew cabin with a single berth. Then it could serve as an ideal place for a nanny or young mate to help with washdown chores. It could even be used for a captain.

Riviera 68 Sports Motor Yacht

The day wet head features solid vinyl flooring, a shower with curtain, storage under the sink and a mirror.

Performance Numbers

Our test of the Riviera 68 Sports Motor Yacht was conducted on a 72-degree day with 10 knot breeze and a light chop in somewhat protected waters. The yacht was powered by twin 1,550-hp MAN V12 engines driving through V-drives shafts to Veem 39" x 43" (99 cm x 109.22 cm) 5-bladed propellers. The boat was fully equipped and had 896 gallons (3,392 L) of fuel aboard. We estimate that the boat weighed about 110,000 lbs. (50,000 kg) when we tested her.

The top speed we recorded was 31.3 knots. Best cruise will come wherever the operator feels most comfortable as fuel consumption is pretty much linear. At 2000 rpm and 26.9 knots, the engines were operating at 80% load. At 20.3 knots or 1750 rpm, the boat burns 85.1 gph and has a range of 397 nautical miles, with a 10% reserve. At that speed, she has an endurance of 19.6 hours. It is a reasonable speed and it keeps the navigating math simple.

On long deliveries, or when there are no time constraints, moving along at 10.7 knots at 1000 rpm burning just 17.7 gph makes a lot of sense. At that speed, the boat has an endurance of over 94 hours and a range just over 1,000 nautical miles, with a 10% fuel reserve.

Handling

Because the boat has a V-drive and not pods, we can report that the turning is far tighter at higher speeds than possible with pods. The Twin Disc Quick Shift transmission shifted smoothly and the joystick system operated instantly. There was no lag that we would sometimes experience, allowing the boat to be docked and maneuvered with precision. With a bow and stern thruster, there is no need for pods for maneuvering.

We particularly liked the hydraulic bow thruster that — compared to an electric one — is remarkably quiet.

Leaving the dock is just as easy. It is just a matter of pointing the joystick in the direction desired and twisting and pushing the knob with a light touch.

Riviera 72 Sports Motor Yacht

Riviera 68 Sports Motor Yacht

The Riviera 72 Sports Motor Yacht is 3'4" (1.0 m) longer than the 68' (20.73 m) and carries 529 gallons (2,000 L), or 28%, more fuel.

Riviera also builds a 72 Sports Motor Yacht that is essentially the same boat as the 68 with a cockpit that is 3'4" (1.02 m) longer, creating 43' sq. ft. (3.99 sq. m) more cockpit area. The folks at Riviera have tested the boat with the same base MAN engine dialed up to produce 1,900-hp. Its top speed was reported to be 34.8 knots. This engine is an option on the 68, as is a 1,800-hp version.

The bottom line is that if an owner is willing to spend a bit more on fuel and wants a larger cockpit for any reason — including going for the 2,000-pound (907 kg) black marlin — this boat is up to the job and can do it in comfort.

And the extra displacement allows the 72 Sports Motor Yacht to carry 28% more fuel and draw just 5" (.13 m) more than the 68.

Engine Room

Riviera 68 Sports Motor Yacht

Entry to the machinery space is through the wet bar in the cockpit. Note the hoses and drain that feed the sink built into the lifted panel.

The full stand-up engine room can also be accessed through the utility space forward.

Riviera 68 Sports Motor Yacht

Twin MAN V12-1550 diesels generating 1,550 horsepower (1,140 kW) are standard power for the Riviera 68 Sports Motor Yacht. Headroom in the engine room is 6'7" (2 m) and there is 28" (.71 m) between the engines.

Riviera 68 Sports Motor Yacht

Riviera includes a safety rail on the inboard side of both MAN diesels.

Riviera 68 Sports Motor Yacht

Engine room engine controls provide remote start/stop and emergency shut down.

Riviera 68 Sports Motor Yacht

The Riviera 68 Sports Motor Yacht's propulsion utilizes Twin Disc "Quick Shift" V-drive transmission. We'd like to see a cover over these shafts — one that could be opened to get at sea strainers and thru-hulls such as the one seen here on the outboard.

The 68 Sports Motor Yacht has two 924-gallon (3,500 L) fiberglass fuel tanks outboard, commonly called saddle tanks. We like fiberglass tanks compared to aluminum tanks because they won't rust and there is no worry about welds leaking. By putting the tanks outboard, the 68 Sports Motor Yacht is able to have the utility room that would otherwise be used as space for tankage. There is a hose between the two tanks that keeps their contents in balance.

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Here we see solenoid-activated sight gauges right by the hatch to the utility room. Of course, fuel levels are monitored by the CZone system, but we like the foolproof sight gauges.

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The Twin Disc Quick Shift transmission and V-drive have PTOs on each unit that power the bow and stern thrusters and provide redundancy in case one engine is down.

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The Seatorque Bolt On Shaft System (BOSS) separates the prop shaft from the drive shaft through thrust bearings in the gold casing seen above thus greatly reducing vibration and noise.

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An Onan EQD 27.5 kW generator and an Onan 13.5 kW (shown here) generator are both standard. In this way, the load required can be supplied by the most advantageous generator.

Riviera 68 Sports Motor Yacht air conditioner

The CZone breaker panel is logically laid out and easy to comprehend.

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The air conditioner bank is well organized and clearly marked for maintenance. The units produce 166,000 BTUs in total.

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Clearance is a bit tight outboard of the engines.

Warranty

Like most yachts, the warranty is for structural defects and workmanship. Systems warranties are from the individual manufacturers of those systems.

Riviera offers a Five Year Limited Structural Warranty that covers the structural failure of the fiberglass hull, deck, flybridge and hardtop. This includes structural failure of any parts glassed onto these aforementioned components or the structural failure of the joints between any of the aforementioned components.

The Riviera Five Year Limited Structural Warranty is transferrable for the hull only. It is at the sole and absolute discretion of Riviera through an authorized Riviera dealer and subject to a \$1,000 Australian dollar transfer fee.

For details on the Riviera Five Year Limited Structural Warranty, contact Riviera or an authorized Riviera dealer.

Riviera 68 Sports Motor Yacht

Options to Consider

- **Central cockpit fishing package** including eight stainless steel rod holders, four clearance rod holders (two on the port side and two on the starboard side) and an upgraded tackle locker.
- **Outriggers:** Relax Maxi 2000
- **Hydraulic lift swim platform** with teak laid option, including reinforcement of the transom.
- **Teak laid cockpit deck.**
- **Padded bolsters** on cockpit coamings.
- **Ice chipper** plumbed into starboard side cockpit fishbox.
- **Presidential accommodation layout** that eliminates the starboard guest cabin and expands the master stateroom by moving the en suite master head forward.
- **Crew quarters** make another berth for crew or guest.
- **Watermaker.** Depending on where the boat is going to be used and how many people will be aboard, a watermaker might be a wise investment, given the 264-gallon (1,000 L) freshwater tankage.

Price

\$4.3 million U.S. with 1,800-hp MAN engines.

Riviera 68 Sports Motor Yacht

The Riviera 68 Sports Motor Yacht can go almost anywhere.

Observations

For those who have not been through a Riviera boat lately, we advise that a new one be seen in person. While the company has been in business for 40 years and has always built good boats, they are now not

just good... they are among the very best built.

The company has been under new management for several years and the results of that change are everywhere. Nothing but the best materials and equipment are used. State-of-the-art systems are employed. We saw no shortcuts or less than premium materials used. Engineering, creativity and functionality are all better than ever before, in our opinion.

Secondly, this boat is big. When we compared the interior living space of the Riviera 68 Sports Motor Yacht with three popular flush deck motoryachts about the same length, we found her to actually have more inside living space than two of the three boats we checked, not counting crew quarters. This speaks for itself and justifies Riviera calling it a "Motor Yacht."

Thirdly, convertibles are inherently better sea boats than most flush deck motoryachts are because their center of gravity is lower and they have less windage. We have been fishing off the Great Barrier Reef in rolling 16' (4.87 m) seas in a convertible design and can attest to the merits of the type.

Fourthly, we saw virtually no sharp corners, trip hazards or accidents looking to happen. While stairs are always problematical, the builder has employed handholds everywhere needed.

Riviera 68 Sports Motor Yacht

Every boat is a compromise, but this one doesn't have many.

Is she Perfect? Of course not, but we are hard-pressed to find any serious criticism. The biggest negatives that we could find in the boat was the lack of clearance outboard of the main engines and the difficulty of getting to some equipment there. But when some of that equipment goes wrong, it is usually not able to be fixed by an owner/operator, anyway.

We'd like to see a cover over the drive shafts that could be easily opened to get at sea strainers and thru-hull shut-offs. She only carries 264 gallons (1,000 L) of freshwater, which is not much for a vessel like this that has such grand cruising possibilities in remote areas.

The berths in the fourth cabin are narrow, and particularly so in the lower bunk at the foot. We would like to see larger hanging lockers in the master, but this is taken care of in the Presidential layout.

About the only thing we would like to see added, other than a water maker, is a control station in the cockpit so that the boat could be docked single-handed. Overall, we think she is a boat that both Riviera and an owner can be very proud of.

Finally, in our opinion, the styling team at Riviera has one of the best eyes in the business.