

Riviera 395 SUV (2019-)

Brief Summary

The Riviera 395 SUV is an express cruiser powered by twin 370-hp Volvo Penta diesels driving through IPS pod drives. It has two staterooms and one head, three entertaining venues, a large swim platform creating both watersports functionality and added utility for cookouts. She has been designed for easy single-handed operation by an owner/operator for coastal and near-island cruising and watersports.

Price

Base Price \$749900.00

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

- Joystick
- Pod drives
- CZone system
- 3 beds in the mid cabin
- 9 kW generator, standard
- Seatorque anti-vibration shafts

Specifications

Length Overall	43' 6" / 13.26 m
BEAM	14' 0" 4.27 m
Dry Weight	27,778 lbs. 12,600 kg
Tested Weight	30,486 lbs. 13,828 kg
Draft	3' 11" 1.19 m
Draft Up	

Draft Down	
Air Draft	
Deadrise/Transom	N/A
Max Headroom	N/A
Bridge Clearance	12' 10" 3.91 m
Weight Capacity	
Person Capacity	
Fuel Capacity	396 gal. 1,499 L
Water Capacity	103 gal. 390 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	30,486 lbs. 13,828 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	
Climate	

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Mission

The Riviera 395 SUV was designed for an active family engaged in watersports of all kinds and who desire to go coastal and near-island cruising. She is versatile and can be used for sportfishing and for scuba diving. But her main mission is cruising and entertaining. She is designed to be easy to handle by a single owner/operator and to provide accommodations for a family or two cruising couples.

Riviera 395 SUV profile

The Riviera 395 SUV is intended for the broad market of cruising boat owners all over the world.

Performance Test

engine found or type unknown

We found great results in the Volvo's comprehensive overall of their IPS D6 engines.

Due to the massive overhaul of Volvo's D6 440-hp IPS pod-driven engines, Riviera conducted a retest of the 395 SUV with these new engines. The cylinder heads, pistons, and valves were reengineered to withstand higher torque as well as meeting higher reliability and durability requirements. Volvo really spent time finding a balance between the new redesign, improved maintenance, ease of installation, and overall performance value. Each engine was stripped down to the block and redesigned with all of the above in mind. The results speak for themselves in the performance data.

Her dry weight is 27,778 lbs. (12,600 kg). With 44% fuel and 100% water aboard, four people and light gear, they had an estimated test weight of 30,486 lbs. (13,828 kg). She comes standard with twin 370-hp Volvo Penta IPS DuoProp drives with joystick.

Riviera 395 SUV running

Handling of the Riviera 395 SUV is docile and handles easily in all conditions. Because she has an IPS system her turns are wide and sweeping which keeps the lean-in at the flying bridge safe at all times.

Riviera's Repowered Test Numbers

performance chart found or type unknown

Top Speed. They recorded a top speed of 35.9 knots at 3753 rpm. With pod drives, we often don't get a bump in performance at mid-range, but this boat came at 82% of full throttle.

Best cruise came in at 3000 rpm at 25.3 knots, where they recorded a burn of 30 gph, getting 1.2 g/nm for a range of 301 nautical miles. Sometimes conditions may dictate a slower speed and at 2800, they went 21.7 knots, getting 1.2 g/nm for a range of 289 nautical miles.

Riviera 395 SUV running

Handling around the dock was docile, but like all IPS boats, she will not turn on a dime at high speed, but rather make wide sweeping turns. Throttle back and she will turn sharper.

At trolling speeds, fuel efficiency is of course maximized, and at 6.5 knots and 1000 rpm, the Riviera 395 SUV got 0.3 nmpg, and with a range of 1,045 nautical miles.

The acceleration times they recorded were time-to-plane 9.1 seconds, 0-to-20 mph in 12.0 seconds and 0-to-30 mph in 27.5 seconds.

Operational Aspects of the 395 SUV

The Helm

Riviera 395 SUV helm

The helm instrument panel and pod is a symmetrical design. Note the sliding side window at left.

Riviera 395 SUV volvo

The Volvo Penta diagnostic screen was placed in the center at the top of the center section.

To the right and under the leather-wrapped wheel is a recessed tray for cell phones and other things. We'd like to see an electrical outlet and USB port both here.

The control binnacle is to the left, squeezed in between the wheel and the bulkhead and just barely clears the wheel. The control binnacle has several functions, including an optional Trim Assist, Cruise Control, single lever operation, and low-speed control – all at the touch of a button.

The joystick is forward of the control binnacle and is in a good position for port side docking. In front of the wheel is a welcome air condition vent and a 12" navigation screen. To the left is a sliding window that helps with docking and fresh air.

Anchoring. To the right of the median strip is a second Muir anchor control and chain counter.

Forward of the helm console is a dark-colored dash to reduce glare on the windshield just as we find in an automobile. There is a defogging vent and three pantograph windshield wipers with freshwater washers.

Riviera 395 SUV dash

The dash below the windscreen is covered in dark vinyl to reduce glare. Note the defogging vent. The twin pantograph windshield wipers have freshwater spritz to clean the glass of salt spray.

Riviera 395 SUV helm

One of the most important measurements on the boat in our opinion is the height of the overhead at the helm. Most skippers like to have a choice of sending or sitting at the helm. Note the sunroof hatches that can bring not only light but fresh air into the cabin.

Overhead Height at Helm? This is an important measurement because many European designed and built boats this size do not have full standing headroom at the helm and the operator must be sitting at all times. Most boaters we know prefer to alternate between sitting and standing or at least leaning, at the helm – and not be locked into sitting all of the time.

We measured 5'10 ½" from the helm deck to the overhead, which means most people driving the Riviera 395 SUV can stand at the helm – or lean on the bolster – and see out the windshield. The forward overhead brow comes down 6" (15.24 cm), which means that height-of-eye is 5'4" (1.63 m).

Located on the starboard side, the plush helm seat is 3'5" (1.06 m) wide, which is large enough for two adults and has individual bolsters. A footrest has been placed ergonomically forward under the dash panel for sitting or leaning. The seat is securely anchored to a wood cabinet, which means that it cannot be lowered or raised.

Riviera 395 SUV helm seat

The vinyl-covered helm seat is 42" (1.06 m) wide and is plush and comfortable. The bolster when up is fully padded and comfortable as well. Note that the seat is divided in two parts so one bolster can be up and one down.

Riviera 395 SUV vhf

The arrow points to the location of the VHF radio which is unhandy. In this image the bolster is in the up position. The seat is affixed to the stationary cabinet.

Riviera 395 SUV vhf

The VHF screen cannot be easily read from the sitting position. We'd like to see the screen relocated, although the cubby is a good place for the mic. The outlets are also unhandy here and would be better in the tray in the helm pod, in our opinion.

The standard VHF radio is in a cubby outboard at the level of the captain's seat which southpaws will like, but the screen is difficult to see. Right-handers will find the placement problematical.

The helm console has a similar design to the one on the flying bridge, but is upholstered in a leather textured vinyl and has a padded stitched raised median strip that houses a compass, the 7" Volvo Penta display, the Fusion stereo control, and two rows of lighted accessory toggle switches.

CZone System. There are not many gauges or switches at the helm because a CZone system comes standard. A 5" (12.7 cm) CZone screen at the helm makes it handy for either the captain or a companion to monitor and activate electrical equipment all over the boat.

Riviera has been installing CZone systems for 10 years and this piece of equipment makes managing the boat's electrical operation simple. Few builders in class make the CZone system standard, but Riviera does it to make boat operation easier for both new and veteran boaters alike.

Riviera 395 SUV czone

With a Bluetooth connection, the CZone system can be controlled from an iPad from anywhere on the boat.

A CZone system controls all lights, tank levels, air conditioning, generator, engine diagnostics, battery charge, electronics, refrigerator temperatures, underwater lights, watermaker, stereo, TV, and much more – and turn it all off with one touch.

Riviera 395 SUV awning

Our test boat had the optional cockpit awning (\$6,722) which we recommend.

A second joystick is optional and on our test boat was located at a control station on the starboard side of the cockpit which gives the operator a clear view of the boat's starboard hull side as well as the stern. It operates just like the one at the helm and makes backing into a slip easy. We recommend it for owners with limited experience in this size boat.

Riviera 395 SUV profile

Riviera has safety rails on the side decks that start at 24" (.61 m) high and go higher toward the bow. Note the hand holds along the coach roof for added safety. Our test boat had an attractive stripe starting at the trunk cabin and moving aft to the engine room air intakes in the side of the super structure.

Working on Deck

The side decks on each side of the house are 9 ¾ "(24.76 cm) wide and the bulwarks are 5" (12.7 cm) high, something we rarely see on this size boat. The safety rails are 2' (0.61 m) high aft and even higher forward. Although the outboard safety rails are solid, we'd like to see a hand hold bar along the house wide, which Riviera will be happy to supply.

The engine room air intakes are relatively high on the side of the house, and not in the side of the hull, close to the water.

Riviera 395 SUV bow

The business end of the 395 SUV has two 11" (27 cm) cleats straddling the anchor chain which can serve double duty: as cleats for both the mooring lines and the anchor rode.

Riviera 395 SUV lockers

Port and starboard hatches open to storage bins. To port is the locker for the chain and it is fully accessible. A raw water bib is located there. To starboard is a bit for fenders and line and it also holds the windlass control.

Ground Tackle System

At the bow we find a standard electric Muir vertical windlass which has an overload circuit breaker. Also standard is a 35 lb. (16 kg) plow anchor with 114' (35 m) of galvanized 5/16" chain, among other things.

We'd add another 150' (46 m) of chain, giving the boat 264' (80 m), the minimum a boat of this caliber should carry.

The chain locker is accessible on the port side, which is important. After a rough passage chain, it can be hopelessly entangled because of the washing machine-like tumbling in the bow. There is a raw water washdown bib located there. To starboard are controls for the windlass and storage.

Riviera 395 SUV hydraulic ram

With the touch of a button, a section of the cockpit sole rises up on a hydraulic ram. The table and transom console rise with it.

Riviera 395 SUV

Fully opened, the raised hatch allows access to three sides of the engines. Getting down into the engine room is possible but tight.

Engine Room

The most important part of the boat is the engine room, and we find it under the cockpit sole. There is an electrically actuated ram that picks up the center section of the deck, the table, and stern console all at once at the touch of a button. When the deck is up, the engine room can be accessed from three of its four sides and has virtually unlimited headroom.

The engines are Volvo Penta 440-hp D6 diesels mated to IPS pods with a single joystick control. The props are forward-facing DuoProp twin sets. The complete system of engines, pods, joysticks, and related equipment carries a 5 year/1,000-hour warranty from Volvo Penta. Obviously, in order for the warranty to be valid, the maintenance requirements must be assiduously followed.

Riviera 395 SUV sea strainer

The sea strainer is mounted at the top of the engine, and has a transparent top so that it can be easily checked from the deck. Note that both the water and oil levels can be checked from deck level.

From the deck all major fluids can be checked as well as the two raw water strainers, because they are mounted high, and not down in the bilge. This is a very good idea because it provides instant verification of obstruction (or not) from the deck, without having to get down in the bilge. Nevertheless, we'd like to see a step put in to help access this tight space.

Riviera 395 SUV exhaust

Arrows point to the red and yellow dots on the engine exhaust hose clamp that ensures proper torque.

Riviera 395 SUV bolts

Bolts on the engine mounts have both red and yellow lines attesting to their proper torque. Observant owners can tell at a glance if the bolts have backed off.

Proper Torque on Bolts and Hose Clamps. Riviera has one of the best systems of any boat builder we have seen of making sure all bolts and hose clamps are properly tightened. First, each boat going through production has a manifest of equipment to be installed as well as specifying the exact torque for every both and hose clamp on the boat.

Look closely, each installation is marked with a red line crossing the bolt and the mounting plate by the installer. Later, a QC inspector puts a torque wrench on the bolt and checks to make sure it is at the correct setting, and then marks the bolt and mounting plate with a yellow line. The same is true for the hose clamps. With these lines in place, a conscientious owner can periodically visually check the bolts and know they are tight.

Riviera 395 SUV ips

Here we see the tops of the IPS pod drives which are mounted on a tough donut rubber gasket that goes through the bottom of the boat and is secured by a score of closely spaced bolts. Engine exhaust is routed through the lower drive unit.

Accommodations and Amenities Inspection

Foredeck

Riviera 395 SUV bow sun pad

The standard bow sun pad for two is plush and comfortable. The back raises to form chaise lounges.

Riviera 395 SUV chaise lounges

With two substantial supports under the aft cushions, the sun pads are transformed into chaise lounges. Another comfortable place for sun worshipers when at anchor is on the foredeck. The cushions come standard and two chaise lounges can be created.

Swim Platform and Transom

The 395 SUV comes standard with a stern platform and our test boat had an optional bait prep station affixed to the platform safety rail. The table is a fun place to stand when fishing at anchor in calm water at slow speeds and it holds both rods and drinks. The standard platform itself measures 9'10" (2.99 m) wide by 3'11" (1.19 m) fore and aft and has four freeing ports, but we'd like to see more.

Riviera 395 SUV stern platform

The stern platform extends 3'11" (1.19 m) and it provides both watersports, fishing, and entertaining functionality. The safety rail aft is optional, as is the bait prep station. There are rod holders here and a place for tools. It looks odd when the boat is running, but is quite functional.

Riviera 395 SUV bait prep

An optional bait prep table with five rod holders is a comfortable way to fish the flats or for casual coastal or protected water fishing.

When drift fishing offshore the boat can rock, the platform can become submerged, then be bent by the weight of the water when the boat rights itself. Freeing ports in the platform reduce the weight of the water.

Riviera 395 SUV grill

By placing the electric grill, food prep counter and sink, in a transom console accessed only from the swim platform, the builder has added great utility to the boat without using room in the cockpit.

Versatile Transom. In the transom is a convenient storage bin that opens aft, ideal for fenders and lines. Above it is the concealed sink and BBQ grill. By giving access to the grill from the platform, valuable space is saved inside the cockpit for guests to mill around at a cocktail party.

Riviera 395 SUV bin

The bin in the transom platform is a perfect place to stow fenders and lines. Note the hook stowed there.

Riviera 395 SUV shower

A standard cockpit hot and cold freshwater shower head is located in the transom walkthrough.

The Cockpit

Riviera 395 SUV cockpit

View of the cockpit with the salon door and aft bulkhead window open. The top opening bin in the starboard gunwale can be used for tackle or other gear. Below it is an insulated fishbox in the cockpit sole. The BBQ and sink are in the closed console on the center line in the transom.

Through the transom door to the cockpit, we can see the aft facing bench seat which has an insulated cooler or optional cool box underneath. The teak table has height adjustments – for lunch, cocktails or down low for sunning with the addition of a filler cushion.

Riviera 395 SUV cockpit

In this sideview of the cockpit, we see the transom gate at left, the shower outlets adjacent, the console for the BBQ and sink, and the compartment that holds the fold out seat in the port gunwale. Note the step to the side deck.

Aft Bulkhead Window Opens. Just behind is a window that opens out on a powerful gas-assisted strut. It brings the outside into the cabin. Since the galley is located aft, food and beverages can be passed outside easily. And the chef will enjoy the fresh air.

Riviera 395 SUV bulk head

The aft bulkhead opens on gas assisted struts and has polished stainless steel, just like the starboard aft window and the door. The joystick seen at the right is optional.

Riviera 395 SUV sun pads

Two sun pad cushions which have dedicated storage inside the boat, use the table as a foundation for a sun pad.

Cockpit Seating. When having a cocktail party in the cockpit, men won't mind hopping up to sit on the coaming which is 28' ½" (8.55 m) high off the deck. But ladies will appreciate the fold out seat on the port side, in addition, there is more seating against the forward bulkhead.

Extra Seat? To port is a top-opening bin in which to stow gear, but for those who are going to use the boat predominately for entertaining, we would consider having Riviera install an optional fold out seat, which can be done in its post-manufacturing facility.

Cockpit Amenities. Tucked inside the transom at the gate is the hot and cold shower wand and mixer control. On the starboard side of the cockpit is an in-deck fishbox that is insulated and drains overboard, and in the starboard gunwale is storage for tackle boxes and gear. There is an insulated bow under the forward bulkhead seat that can turn this into an icebox. An optional electric refrigerator or freezer is available.

Riviera 395 SUV cruising canvas

Cruising canvas is relatively inexpensive and adds lots of utility to the boat. In this image, note the optional cockpit awning which is in place and which is ordered by nearly all 395 SUV buyers. The dotted line indicates where the cruising canvas can be added to make the 395 SUV a three-season vessel in the cockpit.

Awning Recommendation. Forward, on the starboard side under the steps to the flybridge was an icemaker on our test boat. We recommend Riviera's optional, very well-made, rear awning. It extends over much of this cockpit, providing shade but it also includes strata-glass quarter curtains that protect the cockpit from wind and spray and a stainless-steel stanchion that makes a good hand hold when using the side decks. We also think the Riviera-made awning enhances the look of the boat.

Riviera 39 Sports Motor Yacht

The cockpit is large for entertaining, fishing or scuba diving, and the interior is comfortable and efficient.

Salon/Galley

The 25" (63 cm) wide door to the salon and galley has a robust polished stainless-steel frame with tinted glass. All glass in the main cabin is tinted and the side windows and aft bulkhead window are covered in 3M film to reduce UV damage and heat transfer.

Riviera 395 SUV main cabin

Headroom in the main cabin is 6'7-1/2" (2.01 m) and it is 5'10-1/2" (1.79 m) at the helm. The riser to the dinette platform is 9" (22 cm) high. The 32" TV rises at the push of a button and is standard. Note the handhold on the centerline of the overhead.

As we enter the yacht's main cabin, we find an L-shaped settee on the port side and an L-shaped galley on the starboard side. Headroom is 6'7 1/2" (1.82 m) and Riviera has placed its signature polished oval stainless-steel hand hold mounted on the centerline overhead.

A built-in sofa is forward to starboard and it communicates well with both the galley and the settee to port. The port settee and table are on a raised platform that is up one step. The hi-lo table can be lowered to make it into a fourth bed on the boat with filler cushions. This area of the salon has been raised to create headroom in the mid-cabin below.

There is 27,000 BTUs of air conditioning standard in the main cabin.

Riviera 395 SUV interior

This publicity photograph of the interior of the Riviera 395 SUV shows how the light wood cabinetry blends with the wood grain of the vinyl decking to produce a cozy feel in soft light. Note the two refrigerator/freezer drawers and the convection microwave. There is a single burner stovetop.

Riviera 395 SUV hand holds

Overhead are Riviera's signature stainless steel oval hand holds that are vitally important when far offshore and seas become a bit unruly.

Galley

The galley comes standard with a single electric induction stovetop, a deep stainless-steel sink, and to the left are grooves in the solid countertop to drain drops of water from a dish rack. The counter has a high backsplash with electrical outlets and a shallow groove is routed out near the counter's edge to contain dribbles. Like virtually every builder in class, Riviera does not add substantial fiddles around the counter, something we'd like to see.

Below the counter is a microwave convection oven, and two refrigerator drawers. There are two cabinets for pots and pans, and five soft touch closing drawers for cutlery, utensils, and sundry items, but there are no fiddles. Three cabinets above the window have dedicated space for the ship's serving ware.

Riviera 395 SUV salon

Looking aft in the 395 SUV's salon/galley, we see the standard electric opening sunroof hatches above. They have screens and night shades. There are roll down blinds on all side and aft windows.

Main Cabin Amenities. On the aft bulkhead is an attractive vertical grate for the optional air conditioning system, the inside of the swing-up window, and note the pelmet above the window which hides a rolling shade, just as the pelmets on the side windows do.

Forward is a standard 32" TV that rises from the dash at a push of a button. A stereo also comes standard with speakers all over the boat, including the flying bridge. Power for the galley and the rest of the boat's lights, equipment and appliances is supplied by an Onan 9 kW gen set that has a sound shield, a 5-year warranty, and is EPA and Lloyd's certified.

Riviera 395 SUV windows

While it can't be seen in this image taken at dusk, the side and aft windows are covered in 3M tinted film which reduces UV damage and reduces transferred heat. This table can be lowered to make a bed for the guest who won't go home.

Riviera 395 SUV love seat

Opposite the helm and facing it, is this love seat just forward of the galley on the starboard side. Note the two drawers under the cushions.

Riviera 39 Sports Motor Yacht

The two-cabin sleeps five people and is ideal for a family or two couples.

Accommodations

The companionway to the accommodations level is on the centerline. Down a few steps, the guest stateroom is on the left, the yacht's single head is on the right, and forward is the door to the master stateroom.

Riviera 395 SUV master stateroom

The master stateroom is in the bow.

Master Stateroom

It has 6'2 ½" (1.89 m) headroom and a bright overhead hatch with a shade and screen. The island bed which measures 60" (1.52 m) wide in the middle. Below are four drawers, all of which are deep and long with soft touch close. There is a mirror as a headboard which makes the cabin look larger.

Riviera 395 SUV usb outlets

In this close up of the head of the bed, note in the mirror of the headboard, the electrical and USB outlets near the foot of the bed. This is perhaps a convenient place for the outlets as they can be reached from the foot of the bed.

Riviera 395 SUV master bed

The master bed has a 60" (1.52 m) wide inner spring mattress. The cabin is bathed in light from the overhead hatch and two side windows which are out of the frame.

Riviera 395 SUV drawers

Below the bed are four deep and long drawers with soft touch close which provide lots of storage for foldable clothing.

Riviera 395 SUV side windows

On the starboard side of the master, we see one of the side windows, a storage cabinet, and the optional air conditioning outlet which is directed to the foot of the bed and not the head.

Cabin Details. Importantly, there is plenty of light in this cabin, thanks to both the large horizontal windows in each side of the bow, and to the overhead escape hatch. To port and starboard are reading lights and shelves for books, wrist watches, cell phones, and the like. There are two electrical outlets and a USB port on each side at the aft end of the shelves, but we'd like to see them near the head of the bed. The stateroom's bulkheads are all covered in padded fabric that is chosen by the owner.

To starboard is a carpet-lined deep hanging locker with a small overhead storage cabinet forward, and there is another to starboard. The bed itself can be lifted up on a gas assist strut to reach more storage below.

Riviera 395 SUV doors

With the doors to the head (left), companionway (center), and hanging locker, the master is a cocoon of privacy. An optional TV can go on the aft bulkhead – but we would prefer to see a painting there.

The Head

The master stateroom has a private entrance to the boat's single head. There are two cabinets with mirrors and shelves inside and a deck light overhead. The horizontal hull side window brings in even more light, making this space bright.

Riviera 395 SUV shower

The walk-in shower stall has a glass door and a bench with teak surface. The toilet is a VacuFlush and there is a 21 gallon (79 L) holding tank.

The ceramic wash basin is on a solid surface countertop and the electric-flush toilet is to the left. Aft is a separate walk-in shower stall with glass door, a European-style adjustable shower head, temperature mixer, and teak covered bench seat outboard. There is a standard exhaust fan.

Riviera 395 SUV

This is a wide-angle lens view of the mid stateroom. The deck is carpet and port and starboard are windows in addition to opening portlights.

Guest Cabin/Mid Cabin

Entering the guest stateroom from the passageway, we measured the entrance headroom at 6'4" (1.93 m) and then it goes even higher before we step down into the cabin itself. The hanging locker at the entrance is carpet-lined and deep. Moving down inside we find a full-beam cabin with three single beds. The cabin has large horizontal windows on each side that bring in light and round opening portlights that can bring in fresh air.

The headroom is 5'3" (1.60 m) beside the bed along the port hull side. Between the two beds, it is 3'6 1/2" (0.94 m) high, which is a stooping height for most people. But you only stoop for about 2 seconds before reaching the head of the beds, which is higher, and then falling into them.

Riviera 395 SUV guest cabin

Note that above the heads of the beds there is more overhead room, allowing guests to sit up and read.

Both beds have reading lights and there is a shade that rolls down from the valance.

Because the headroom at the heads of the two athwartships beds, one can comfortably sit up for reading at night. These two beds are both 29" (73 cm) wide and both have reading lights. There are electrical outlets and a USB port by the nightstand between the beds.

Riviera 395 SUV guest cabin

The bed to port is intended for a child as it is 24" (60 cm) wide. The head of this bed can be fore or aft.

There is storage under all three beds.

The portside bed is 24" (0.61 m) wide and also has an opening portlight. While we were aboard, the pillows were at the wrong end of the bed, as obviously at its head is a nightstand with two drawers and electrical outlets with a USB port.

This stateroom is versatile, but obviously it is best suited for a couple with a small child, or a larger family with two to three children. Of course, children will love having their own cabin.

Construction

We have thoroughly toured the Riviera factory on Australia's Gold Coast. It has 26 buildings and more modern boat building equipment than most builders in class. The facility and staff are exceedingly well organized and are divided into two groups – staff personnel and independent contractors – of roughly 325 members each. This system allows Riviera to control costs, and at the same time, closely monitor details of construction.

There is no production line, per se, but rather the boats are moved around the yard from bay to bay so that they are brought to the team involved in a particular aspect of the build. For example, engines and plumbing are installed in one bay, interior cabinetry is installed in another, the deck is affixed to the hull in another, and soon. In this way, the number of people working in a hull is minimized for efficiency, and all of the parts and tools needed are easily at hand.

All Riviera hulls are laid up in the conventional way by hand. It does not use vacuum resin injection. All of its boats have a watertight crash bulkhead and a foam-filled hull below the forward floors, something we rarely see in class. This acts as a sound barrier as well as limiting water intrusion in case of serious grounding by the bow.

We found that Riviera used industry “best practices” for the installation of electrical and plumbing. All stainless steel installed is 316, fabricated in-house, and Riviera takes great pains to polish its stainless steel and make sure all welds are smooth – something that sets it apart from many builders.

Of particular note, is Riviera's system of bolt and hose clamp torque installation. In each boat's build manifest are the torque requirements for each of these fittings and when they are at the proper spec, the installer then puts a red dot or line on them. A QC inspector later verifies the torque and puts a yellow dot or line on the hardware.

Customization. After the boat is built, it is moved to a customization building where some optional equipment not normally used can be fitted to the boat. Here is where the boat can be painted, or unusual modifications can be made to suit an individual owner's desires or application.

Riviera 395 SUV running

The Riviera 395 SUV is well equipped for most applications, nevertheless, some owners will want to load her up with options.

Options to Consider

The Riviera 395 SUV comes remarkably well equipped as standard. Here are a few major items we recommend for most applications:

- Cockpit Joystick -- \$13,895
- Reverse cycle A/C for Accommodations, 27,000 BTUs -- \$7,648
- Cockpit Awning -- \$6,722
- Trim Assist -- \$2,975
- Stainless Steel Safety Rail bolted to Swim Platform -- \$1,542

The Difference Between the 39 and 395 SUV is the Flybridge

Riviera 395 SUV profile

The Riviera 39 Sports Motor Yacht has a flying bridge for navigation and seating for guests.

Riviera 395 SUV lifestyle

The Riviera 395 SUV is an express design without the flying bridge. Otherwise, the boats are nearly identical.

The Riviera 395 SUV has some distinct advantages over her near sister the 39 Sports Motor Yacht. First, there is no ladder to climb to get to the helm. For many boaters, particularly older ones, flying bridges are a thing of the past. They also add weight, windage, and cost to the boat, both at purchase time and from an operating standpoint.

The Riviera 395 SUV comes standard with a Volvo Penta D6 engine rated at 440-hp. In our tests, the 395 was about 3 knots slower at top speed but had a better “best cruise” range of 301 nautical miles compared to 291 for the 39.

Other than better visibility from the helm, the only major drawback we can see with 395 vs. the 39 is lower guest carrying capacity because of the absence of the flying bridge seating. In this case, we would recommend getting fold-out seating from both gunwales in the cockpit (one is standard).

Price

The base price of the Riviera 395 SUV is \$749,900 equipped with twin Volvo Penta 600 D6 440-hp engines with IPS pods and one joystick. The price of the boat as tested in this report is \$783,493, FOB Brisbane, Australia.

Riviera 395 SUV lifestyle

The Riviera 395 SUV is designed for watersports and cruising along the coast or to near islands.