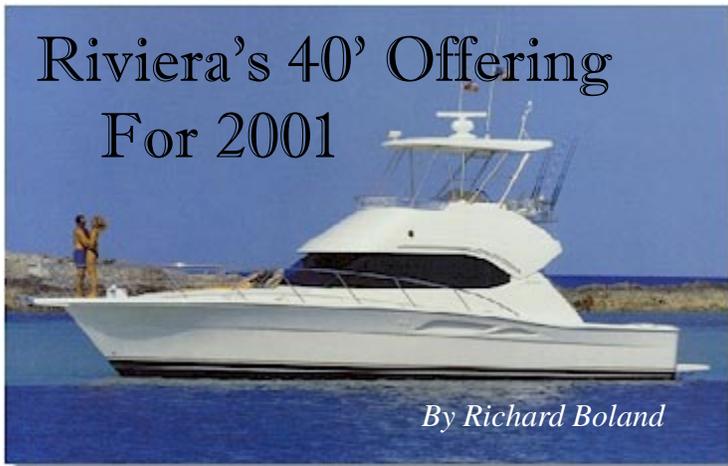


Riviera's 40' Offering For 2001



By Richard Boland

Richard Boland Yachts is proud to announce the arrival of the 2001 model Riviera 40, a dramatic new style for Australia's largest builder of luxury cruisers, Riviera Marine. The 40's will spearhead Rivieras' revised range for the new millennium, to be produced from the company's almost complete \$20 million facility on Queensland's Gold Coast.

Riviera's new yacht, new factory and new direction, celebrate the company's 20-year history. Starting with five boats in the first year, to establishing the largest yacht building facility for fiberglass boats in the Southern Hemisphere, building over 350 yachts this year.

The new hull on the Riviera40 has echoes of the traditional, but above the gunwale line the sci-fi elegant styling will set the new boat apart. This yacht sleeps five. The owner's cabin forward has an island queen bed, while three can sleep in the second cabin on the starboard side.

Standard power is a pair of 430 hp Cummins diesel engines, optional is the 535 hp Cummins.

Riviera Marine first introduced their product to the U.S. shore in 1991 with a mere two-dealer network on the West Coast. Richard Boland Yachts introduced Riviera Yachts to the Northern California market in 1997, and along with other U.S. dealers, they brought about changes to the Riviera lineup to increase their national appeal.

Riviera's strong presence today is bed upon the high-quality standards demanded by Riviera owner Bill Barry Cotter and the Riviera management team. Their solid fiberglass hulls are thicker and heavier than any U.S. production yacht. There is no balsa coring or foam in any part of a Riviera 30' - 43' hull. The 48' hull has balsa above the water line for stiffening in the large open areas. Riviera's fiberglass molding system minimizes the number of separate parts that are brought together. The three major components - hull, deckhouse and fly bridge - are fiberglass together to form a single unit. The heads and galleys are molded into the deckhouse and the entire fly bridge unit including the console, seating, sinks and cabinets are a single mold. The hull to deck is connected by stainless steel bolts every 2 -3" around the entire vessel and then fiberglassed in the inside. Excepting for interior cabinets, Rivieras are not screwed together at any point. The long-term benefit to an owner is an absence of stress cracks and loose-fitting creaking parts on the older Rivieras.



The U.S. Coast Guard has recognized fiberglass as the only fuel tank construction material that is completely maintenance free. Riviera Marine and Hatteras Yachts are the two yacht builders who have been utilizing fiberglass for fuel tank construction for many years. Fiberglass tanks are more expensive to build and install. Neither company has had a known tank failure since 1968.

The Riviera hull form is unique. Many builders offer some of the Riviera hull features. The Rivieras have reverse chine, turning 90 degrees inward for 6-8" before angling down to the oversized lifting strakes and full-length keel. The overall hull is modified V and her bow entry is sharp. She is flared enough to ensure a dry run in our choppy West Coast waters but not too much to take away the much appreciated interior space. The keel and strakes are filled with a resin solution to create added hull stiffening. Lateral bulkheads forward of the galley area approximately every 2' are fiberglassed into the hull, with the floors ply-screwed and adhesived to these frames. The entire floor system is then fiberglassed into the hull. Watertight ply/fiberglassed bulkheads are forward of the queen bed in the master stateroom and between the engine room and the lazarette. These are true blue water offshore construction standards to be appreciated by the offshore cruiser and tuna fisherman.

Riviera has provided for the engines to be repaired or removed. In addition to easy access to the engine room through a cockpit almost walk-in size hatch, the entire floor above the engines is removable in 2 or 3 sections.

The interiors are elegant, featuring high-grade Aussie leathers, New Zealand Berber carpets, high glass veneers and the best of the U.S. appliances.

Over 30 of our new Riviera owners are now cruising the Bay and Delta, Mexico, the Pacific Northwest, San Diego and Australia. The Riviera Cruising Club is touring the wine country for an outing on October 21st and many of the owners are joining Stacy and I for a trip to the Riviera factory in Australia leaving November 25, 2000, from San Francisco. In addition to the Riviera factory tour, the group will travel to Cairns for fishing and diving on the Great Barrier Reef, Port Douglas for excursion tours in the rain forest area and Sydney.

The 40' Riviera will be on display at the NCMA Boat Show or at Richard Boland Yachts' sales dock located at 1070 Marina Village Pkwy., Alameda, CA 94501. I can be contacted at 510/521-6213 or visit our website at www.richardboland.com



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