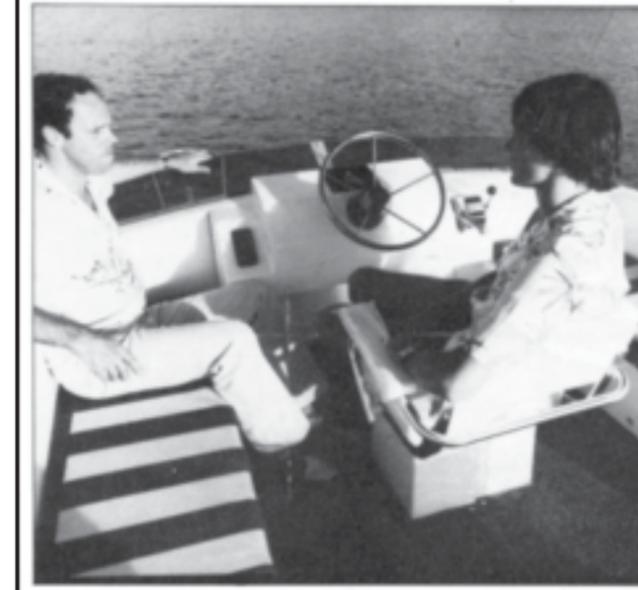


The Riviera 30 Flybridge



Top left: Helm is well thought out with excellent access behind the dash to survey instruments and steering, and a comfortable seat for the helmsman. His vision is very good.
Top right: The dinette is strictly for two adults with may be a small child on either side. This does convert to a small 'double' berth.
Left below: Flybridge layout is terrific with a comfortable central helmsman's chair, and fore and aft seating on either side.
Right below: Split level to galley is clever, keeping the dirty dishes out of sight but keeping the host or hostess in the swim of things from the main saloon.

Western Australian Randell organisation breathing down his neck, the Bertram people in Melbourne virtually 'sold-out', and Mariner Cruisers enjoying one of

the best years on record. There isn't exactly a lot of holes for new cruiser manufacturers to break into.

For this reason, Barry-Cotter, has had to be

doubly careful about the craft he has chosen to launch in Australia at this point in time.

Coming into the market initially, his Riviera 38 was a clever move, because it sat neatly under the powerful Mariner 43, competed favourably with the new Mariner 38, sat underneath the striking Randell 41, and kept the Bertram 35 nicely in check. Round one to Mr. Barry-Cotter!

For his second move, Barry-Cotter has undoubtedly confirmed his opposition's worst fears by launching the new Riviera

30 with the size and comfort of a larger cruiser, driven by a single diesel engine. The package comes in at around \$57,000 (ex-Sydney) and that's enough to sit down hard on the Randell 26, comfortably bowl over the Mariner 28, squeeze the Mariner 31, virtually shake out the Bertram 28 from the luxury cruiser stakes, and seemingly, assure himself of an important slice of the booming luxury cruiser business.

DESIGN: The Riviera 30 is 9.04 metres overall (29'8")

TBM RETRO BOAT TEST: Unchanged, as first published, written and photographed by Peter Webster in 1982

When Sydney boat builder Bill Barry-Cotter sold out his interest in Mariner Cruisers and moved north to the Queensland Gold Coast, there was no doubt (as far as the industry was concerned) that Bill's career as one of Australia's most

successful cruiser builders was far from over. They were not wrong. Within a matter of months, he had organised brand new premises on the Gold Coast, and plug makers were hard at work producing a range of craft to become known as Riviera Cruisers.

Barry-Cotter has the not inconsiderable advantage of being able to look both backwards and forwards when it comes to the design of his new Riviera range. It is only months since he was the chief executive of Australia's

largest cruiser organisation, building craft he had himself supervised and designed - and now, acting in his own right once again, he is able to pick up on all his Mariner experience, blend it with the very latest trends, and develop cruisers which are arguably a step or so ahead of those which he has just left behind.

Sounds simple, doesn't it? Well, it might sound alright in theory, but in practise, the luxury cruiser business of Australia has never been as competitive as it is right now.

Barry-Cotter has the

