



Classic Behavior

Live by your own rules.

In this age of vacuum-bagged laminates, hyper-complex electrical systems, and streamlined exterior design, it's nice to see that some builders haven't forgotten the core values of good boat construction. Consider Jefferson's Rivanna 50 SE. You'll find sight tubes on its fuel tanks, internal strainers for the engines and genset, steel girder engine beds, two cabin escape hatches, and a manual bilge pump to back up the three electric ones. Aboard many new boats, you'll likely find a cheap fuel gauge and hard-to-access cheesy pumps, intakes that are near impossible to clear shy of hauling the boat, and nowhere to turn if a fire breaks out.

The Rivanna 50 SE has excellent running qualities. I could see the transom corners from the flying bridge helm while docking. Its maneuverability is excellent thanks to large rudders. While cruising, it handled without quirk and delivered an easy-to-steer ride at 23 mph, the 480-bhp Cummins MerCruiser 480C-E diesel inboards throbbing seductively (for 2006, these will be replaced by the 484-bhp QSC 8.3 490 engines). Because its draft is less than five feet, the Rivanna 50 SE increases your cruising destinations. Its low bridge clearance, which can be reduced by four feet by pulling the pins on its hinged radar arch, also widens your horizons. Bring on the Great Circle.

You'll surely do it in comfort. The aft deck, with its standard weather boards, wetbar, and room for half a dozen chaise lounges is perfect for capping a day's run with the gang. Belowdecks, you'll find a two-stateroom, two-head accommodation plan with a dinette that converts into another berth.

Both staterooms have private access to a head and both heads have shower stalls. The master head is completely private and includes the luxury of a tub. The stateroom has a queen-size berth and two huge hanging lockers, each lined with camphorwood. The forward stateroom has a slab-style double berth, a single cam-

BOATING

Certified Test Results

Jefferson 50

rpm	SPEED			EFFICIENCY				OPERATION	
	knots	mph	gph	naut. mpg	stat. mpg	n. mi. range	s. mi. range	run angle	sound level
900	7.5	8.6	2.3	3.2	3.7	1228	1413	0	62
1200	9.0	10.3	5.6	1.6	1.8	604	695	1	65
1500	10.7	12.3	9.9	1.1	1.2	408	470	2	70
1800	12.2	14.0	15.7	0.8	0.9	293	337	4	75
2100	16.9	19.4	26.1	0.6	0.7	244	281	4	82
2400	20.9	24.0	40.1	0.5	0.6	197	226	4	81
2600	23.4	26.9	50.0	0.5	0.5	177	203	5	81

Advertised fuel capacity 420 gallons. Range based on 90 percent of that figure. Performance measured with three persons aboard, three-quarters full, one-half water. Sound levels taken at helm, in dB-A.

LOA	50'0"
Beam	15'0"
Draft	4'0"
Displacement (lbs., approx.)	37,700
Transom deadrise	12°
Bridge clearance	12'10"
Minimum cockpit depth	2'9"
Max. cabin headroom	6'10"
Fuel capacity (gal.)	420
Water capacity (gal.)	200
Price (w/standard power)	\$630,500
Price (w/test power)	\$630,500

STANDARD POWER Twin 533-bhp Cummins MerCruiser QSC 8.3 in-line-6 diesel inboards.

OPTIONAL POWER Twin diesel inboards to 1,320 bhp total.

TEST BOAT POWER Twin 480-bhp Cummins MerCruiser 480C-E in-line-6 diesel inboards with 504.5 cid, 4.49" bore x 5.32" stroke, swinging 28" x 26" four-bladed manganese bronze props through 1.96:1 reductions.

STANDARD EQUIPMENT (major items) 240v/50a shorepower w/auto-retract cordset; 50a battery charger; galvanic isolators; 8kW genset; 20-gal. water heater; transom shower; vacuum-flush MSD; anchor windlass; anchor/bow washdown; 3-burner cooktop; refrigerator w/icemaker; washer/dryer; AM/FM/CD stereo w/8-disc changer and 6 speakers; Bimini top w/enclosure; VHF radio w/high-gain antenna; chart-plotter/GPS/depthsounder.

High Points My engine room inspection revealed labeled wires and fittings, attention to electrical bonding, and great service access. Wide sidedecks, belly-high bowrails, and a sturdy grabrail on the house make going forward safe and easy. Check the removable "fence" on the swim platform.

Low Points Galley counter is too small. I liked that the sink and bilge discharge fittings have seacocks—too bad I couldn't reach them. Tube TVs are old-school: LCD models take up less space and use less juice. Protruding bridge breaker panel hatch latch is an ankle scraper. Replace it with a flush model.

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phor-lined locker, and access to the rode locker when you need to undo the inevitable snarl.

On the main deck, you'll find a teak-bedecked salon flooded with natural light via huge sliding windows and opening ports. Many builders use fixed frameless—read: glued-in—windows to prevent leaks. But this sacrifices ventilation. Here, as in the well-equipped galley and throughout, I noted that all counters and cabinet tops are fiddled to keep things in place and to maximize stowage—more evidence of the Rivanna 50 SE's classic character. —KEVIN FALVEY