




R

RIVIERA

The magazine of the Riviera Group

The Restoration of Cynara
A New Era for Superyachts
Riviera Tokyo's 70 Years

A large wooden boat is shown in the process of restoration inside a spacious workshop. The boat's hull is supported by a complex network of metal scaffolding and wooden beams. The interior of the boat is filled with wooden planks and structural elements, indicating that the hull planks have been replaced. The workshop has a high ceiling with exposed wooden beams and several bright lights hanging from the ceiling. The overall scene is one of active construction and restoration.

At this stage of the restoration, all the structural parts have been replaced and the teak hull planks (about 90 percent of them original) have been relaid. The beautiful lines and curves of Cynara are once again apparent.

The Cynara Project

Text and photographs by Yoichi Yabe

Bringing a Classic Yacht Back to Life

In a specially constructed dock at the Riviera Seabornia Marina southeast of Tokyo, the classic yacht *Cynara* is undergoing a complete restoration. It is a massive undertaking, and almost three years have passed since the 96-foot, two-masted ship was first hoisted onto the slipway, where work was initiated to restore her to her former glory. Under the expert care and attention of master shipwrights who are proudly carrying on the traditions of European shipbuilding technology and sharing their skilled craftsmanship, *Cynara* will soon become the new flagship of the Riviera Group. The goal is to have this beautiful yacht set sail in a condition as close to her original construction as possible, in time for the 2020 Tokyo Olympics and Paralympic Games.

From dream to reality: Following the project's progress

Day by day, detail by detail, progress is being made on the *Cynara* Restoration Project, led by first-class shipwrights and expert technicians from Europe and the United States, working alongside skilled young Japanese craftsmen helping with the carpentry.

This spectacular wooden yacht was first launched in Southampton, the UK, in 1927, meaning that she is to mark her centenary in eight years. By good fortune, the Riviera Group was able to take on this priceless, historic yacht that has long been sailing Japanese waters. What is more important is that the company committed restoring her to her former glory, based on a desire to “ensure that 50 or even 100 years from now the beautiful silhouette of *Cynara* will still be seen sailing the seas.”

This kind of full-scale restoration of a large-scale

classic yacht is unprecedented in Japan. It is a unique challenge that calls upon a team of more than 30 people from nine countries. Leading the team in their endeavors

are two veteran shipwrights, Benjamin Hobbs and Paul Harvey, both from Britain—like *Cynara* herself.

Harvey spoke of his first sight of the boat. “She was very old and tired and had lost her shape. That was clear as soon as I stepped on her,” he said. “Her mast was bending, the varnish was peeling.” But he also saw that she was amazingly well preserved, with a lot of original fittings and interior parts.

That was something that also resonated with the spirit of the Riviera Group, one that believes in “perfecting the best of the past and preserving it for future generations.” It helped, of course, that *Cynara* had been regularly polished and maintained over the years. The vessel was carefully dismantled, and the team was overjoyed to discover that—in a rare case for a boat of its age—almost 80 percent of the original materials and fittings of the entire *Cynara* could be retained.

“The good thing was, we could salvage 90 percent or more of her teak planking,” Harvey said. “But one of the difficulties of restoring old yachts is that you don’t know what you really need until you dismantle and strip her out. For example, we thought we could salvage the deck and the frames, but they were worse than we thought. We faced unexpected issues every day and had to come up with solutions.”

The *Cynara* restoration team constantly engaged with Riviera Group Chairman Noboru Watanabe, who heads the project, working together like a family to come up with answers to problems as they arose.

There were four major areas that needed to be dealt with: the hull, the rig, the interior, and the engineering related matters, like the engine and generator. Now, after two and a half years, all the frames and beams have been replaced, the proper hull lines aligned and the planking all done. The mechanical parts have been cleaned and repaired, the engine and generator replaced and the new deck is being laid. New spars from the Noble Mast company have arrived and are being prepared for installation next year. The interiors are being refurbished and prepared for installment.

Still underway, the project has gained tremendous attention in the classic yachting world in Europe and North America. David Aisher, former Commodore of the UK’s Royal Yacht Squadron, which has deep historic links with the *Cynara*, said, “I’ve heard that a wonderful restoration is underway. I take my hat off to the team in respect of their efforts.”



Above: August, 2019. The interior of the hull construction from stern to bow. A water tank is set into the hull, on top of which are the beams that will support the wooden plank flooring. Below: Riviera Group Chairman Noboru Watanabe, surrounded by the *Cynara* restoration team. Leading the team are Paul Harvey (far right) and Ben Hobbs (to the right of Watanabe). On the far left is project manager and restoration expert Feargus Bryan.



Below: External view of the *Cynara*, looking from the bow towards the stern, ca August, 2019. The hull surface has been carefully smoothed and polished, and then painted with an undercoating.





Above: Forging wrought iron at Topp & Co., in the suburbs of York in northern England.



Left: The lower frames prior to restoration. The v-shaped metal fittings are known as floors and are used as reinforcement. Below left: The lower frame and new floors after restoration.



Below: The main mast of the Cynara created by Noble Masts was delivered to the workshop tent at the Riviera Seabornia Marina.

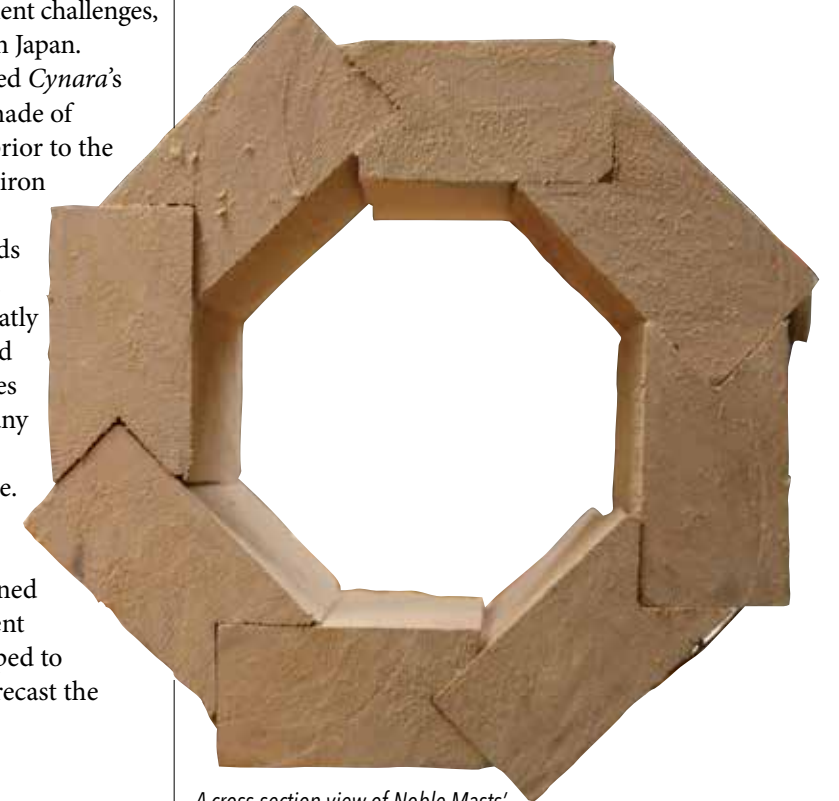


Wrought iron from Topp & Co.

The focus on quality by Riviera Group Chairman Noboru Watanabe presented a number of procurement challenges, as some materials are simply not available in Japan.

The original metal fittings that reinforced *Cynara's* wooden construction, for example, were made of wrought iron that was not manufactured prior to the 20th century. In contrast to steel, wrought iron contained impurities that made it resistant to corrosion, capable of lasting for hundreds of years without any protective processing. Because of this, wrought iron has been greatly treasured as a material for shipbuilding and construction. While there are no companies still producing this metal, there is a company that retrieves old metal from sunken ships and other sources and processes it for reuse.

Topp & Co. of the UK is the only remaining supplier of re-rolled wrought iron in the world, and is where Riviera turned to for help. All of the *Cynara's* reinforcement materials made of wrought iron were shipped to Topp & Co., which then made molds and recast the fittings using the original wrought iron.



A cross-section view of Noble Masts' hollow construction design.

Noble Masts hollow wooden masts

Prior to restoration, the mast of the *Cynara* was clearly at the end of its usable life. It was therefore necessary to manufacture and replace the main-mast, mizzen-mast, boom, gaff, and bowsprit, collectively referred to as spars. There are a number of mast manufacturers in Europe and the United States, but Riviera chose Noble Masts, a UK company based in Bristol.

The founder of this company purchased the concept for a ground-breaking method of manufacturing hollow masts that a friend had devised, and developed it into a feasible process. It was a truly inspirational idea, based on using eight pieces of wood fashioned around a hollow core in an octagonal formation. He decided to name the company Noble Masts as a sign of respect to the originator of this idea. As a greater bonding area is created with this octagonal design, hollow masts have proven to be outstanding in construction and strength—and Noble Masts has quickly gained a global reputation for its products. Today the company is run by the founder's son, who continues to build wooden masts of the highest quality.

The company shipped the spars for the *Cynara* in wooden crates that arrived at the Riviera Seabornia Marina in June. These are receiving a number of coats of varnish before being fitted out on the yacht. The day when the mast is at last in place on the *Cynara* will be another moment in the project's timeline to celebrate the fine craftsmanship of this restoration. 🦋

The Noble Masts workshop is a canal barge in the UK city of Bristol. On the left is Wesley Massam, owner of the company.





A New Era for
Superyachts
in Japan

The path to the future of superyachts begins in Misaki Harbor.

When most people in Japan hear the word “yacht” (“*yotto*” in Japanese), they imagine a small boat with a sail. In the West, however, the word “yacht” has an entirely different definition, that of a “luxury pleasure boat.” Whether it has a sail is not important; neither is the size.

But while the average yacht in Japan is about 13 meters (or 40 feet), the trend in the West is for bigger and more luxurious boats. Many “superyachts” over 24 meters have been constructed, and they are getting slightly larger every year. Some of those that are being built are over 100 meters long and could almost be mistaken for passenger cruise ships.

Today, there are 9,000 superyachts in the world. On our visits to the Monaco Yacht Show every year, we’ve seen the number of superyachts gradually increasing, so that now they take up most of the space at the event.

BREAKING BARRIERS

Superyachts are rarely seen in Japan, however, even on visits. In 2018, when a superyacht made port at Yokohama, it was big news. So why do so few superyachts visit this country, even at a time when the number of foreign tourists visiting Japan has climbed to over 30 million people a year?

It’s not because of a lack of interest, says Kenta Inaba, CEO of SYL Japan, who says, “Yacht owners around

the world are interested in Japan.” His company acts as a ship agent supporting the operation of private yachts, and he is committed to attracting superyacht owners to visit Japan.

“Japan stretches from north to south, and there are many harbors all along the coast,” he says. “This country is one of the world’s hottest cruising destinations, with the attraction of four seasons

and magnificent ocean views. It is also convenient for celebrities who travel around the world by private jets, as airports and harbors are located nearby. Celebrities are able to board ships waiting at the closest harbor soon after their arrival by air, so they can fully enjoy their limited moments on the water.”

However, there are barriers that must be overcome.

“First,” says Inaba, “are the characteristics of the harbors. While Japan has many ports, most of them are

fishing ports. In the big cities with port facilities, they are only for passenger cruise ships and cargo ships, which don’t make a good match for operating pleasure boats. To promote superyacht visits, it is necessary to adapt the facilities.

“Second,” he continues, “are the complex immigration and custom clearance processes. Every time foreign pleasure boats leave port, they are once again designated as having left Japan, and all the people and their belongings must go through the immigration and custom procedure at the next port.

“It’s understandable that they get annoyed with these difficulties,” Inaba says.

ADAPTING HARBORS

Riviera is promoting the concept of using Misaki Fishing Harbor, a port in Kanagawa prefecture’s city of Misaki, to study ways for improvement. The harbor is one of Japan’s premier ports for deep-sea fishing fleets, and the size of these long-range, ocean-going fishing boats is close to that of superyachts. That makes adapting the maintenance facilities for superyachts, such as the installation of floating piers, more realistic. Thanks to the fishing boats, it also has the existing procedures and information on immigration, customs clearance and quarantine processes.

Last July, 14 local organizations, including Kanagawa prefecture and some Kanagawa city governments agreed to collaborate in establishing the “Miura City Superyacht Attraction Committee.” Riviera Resort also joined this committee, and has been assigned a number of tasks aimed at developing superyacht acceptance.

The prefectural government is taking an intense look at this topic. “Utilizing the characteristics of fishing harbors for purposes other than deep-sea fishing is a unique approach in Japan,” says Yoshisato Asaba, Deputy Governor of Kanagawa prefecture.

“Sagami Bay has all the necessary blessings, including its convenient access to airports and Shinkansen bullet train stations,” he says. “And Kanagawa has famous historical and entertainment spots such as Kamakura, Yokohama and Hakone. Other sightseeing locations like Chiba and Shizuoka are within sailing distance.

“Sagami Bay also hosts a rich variety of seafood,” Asaba continues. “So if Misaki Harbor can be invigorated through new and multiple usage, it should also have a great effect on the struggling fishing industries.”

In many cases, there has been historic conflict between blue ocean tourism promoters and local fishing industries in Japan. However, there is a sense of unity regarding this project, from the participation of the local fishing industries and the Chamber of Commerce.

Says Deputy Governor Asaba, “It is important to try to understand and pay attention to each other, as all the participants come from different fields. It was interesting to see Riviera inviting representatives of local fishermen associations to the reception party for the Tokyo Olympics sailing competition last August. That kind of sincere concern is very valuable in earning the trust of others, and it makes for great partnerships. I have high hopes for Riviera using their influence to bring people together.”

NEW BUSINESS IN SUPERYACHTS

Riviera has not only been focusing on welcoming foreign superyachts to Japan. The company also started superyacht sales and an overseas chartering service in partnership with Camper & Nicholsons (C&N). The services can offer customers spectacular luxury yacht

experiences in ocean resorts all over the world, including the Mediterranean, Caribbean and Andaman seas.

“We expect our business in Asia Pacific to rapidly increase, thanks to the mega events coming up, the Tokyo Olympic games in 2020 and the America’s Cup 2021 in New Zealand,” says Carmen Lau, Managing Director of C&N. “We can offer the special experience of a superyacht vacation, and we are expecting to see more adventurous yacht owners in Japan.”

Riviera has been studying the global yacht market and developing a solid worldwide network for a long time—and is now ready to introduce these new initiatives.

We believe that it’s the start of a full-scale superyacht era in Japan, and we will continue to actively cooperate with everyone involved to make it a success. 🚢

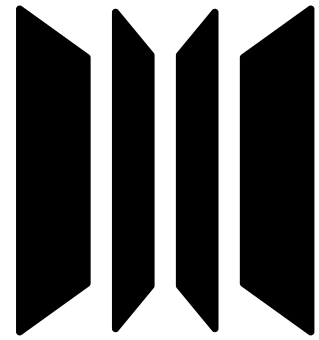
<https://www.riviera.co.jp/superyacht>



Clockwise from top left: Camper & Nicholsons superyachts: Twizzle; Sequoia; Ocean Emerald; and Tranquility.

Opening spread: Tranquility.

“This country is one of the world’s hottest cruising destinations, with magnificent ocean views”



MALIBU HOTEL

MALIBU HOTEL GRAND OPENING

On March 26, 2020, the coast of Japan welcomes a new boutique hotel featuring breathtaking scenery—unobstructed views of the sea, the skies and the peak of Mt. Fuji.

Riviera Zushi Marina Welcomes Hotel Guests



Welcome to the Malibu Hotel

RIVIERA
ZUSHI
MARINA
PROJECT

On the corner of the Riviera Zushi Marina, with expansive grounds of 163,000 square meters, a small, four-story, luxury boutique hotel called Malibu Hotel celebrated its grand opening on March 26, 2020. All 11 rooms are suites, with floor-to-ceiling windows and large balconies offering breathtaking, panoramic views of the stunning coastline and Mt. Fuji. It is an ideal location to watch the changes of nature over the seasons, as cruisers and yachts make their way in and out of the harbor.

The Shonan area, the ancient city of Kamakura and the Miura Peninsula area are popular with both Japanese and foreign tourists. But there are few accommodations, and most visitors are limited to day trips, and unable to experience the local attractions in a relaxing way.

The Malibu Hotel, however, offers a convenient location just 50 minutes from the heart of Tokyo. Guests can stay and totally relax, recharging body and soul at a world-class luxury resort where they can “find themselves.”

ACTIVITIES AND PANORAMIC NATURE

The Riviera Zushi Marina is a major marina resort, offering the pleasures of the ocean, local communities and historical discoveries from a base at the Malibu Hotel. Private cruising packages are available, with courses to Enoshima Island and Hayama. Outdoor activities such as the new sport of flyboarding, tennis, cycling, private yoga and much more, are also available.





THE AIR OF LUXURY ON A GENTLE OCEAN BREEZE

The interior of each of our 11 suites has been designed for individuality by one of the hottest interior design firms in California, Alexander Design. The luxurious atmosphere is one of comfort and sophistication.

Malibu Hotel is the first hotel in Japan to install a V2B system (Vehicle to Building). This technology is designed to supply electricity to the hotel from an electric car in the event of a natural disaster.

MALIBU FARM RESTAURANT FROM LA AND OUR SIGNATURE ITALIAN RESTAURANT "AO"

Malibu is a popular beach community near LA, and home to many Hollywood celebrity beach houses. The Malibu Farm is an extremely popular restaurant located on the Malibu pier. Its farm-to-table-style of food is created by the owner-chef Helene Henderson from carefully selected ingredients. Although Malibu Farm has branches in seven cities, mostly in the US, this is the first branch to open in Japan.

Health-conscious and concerned about the global environment, Helene only uses vegetables from her small, self-managed farm and high-quality local ingredients from farmers she knows well. In the same

way, Riviera is committed to CSR activities, with its "Riviera Sustainability Projects--Creating the Future" initiative, which includes our employees growing organic sustainable vegetables. The chemistry shared between Helene Henderson and Riviera eventually led to the opening of Malibu Farm in the Riviera Zushi Marina.

Though the menu is based on that of the original Malibu restaurant, we will also serve a Japan-only, limited menu using fresh ingredients, such as the acclaimed Kamakura produce and seafood from the Sagami Bay.

AT THAT MOMENT, AT THAT PLACE

The location of the hotel means that guests can enjoy the natural surroundings of sea, sky and coast from a number of perspectives. The hotel can suggest special, "tailor-made" experiences depending on the season, the time of day, and the weather. Ask the receptionist. 🐾


THE MALIBU SUITE

The signature room of the Malibu Hotel is 93 square meters. It offers a seamless connection to the large balcony from both the bedroom and separate living room. Unwind on the comfortable sofa, relax in the private jacuzzi, and enjoy the gentle ocean breeze through the open windows.



*Above left: All the suites are over 50 square meters with open air views. A room with a large garden terrace is available for guests with pets.
Above right: Malibu Farm
Left and above middle: In-room dining is available from the Malibu Farm restaurant. Japanese breakfasts can also be arranged.*



 [Link to the official Malibu Hotel website. Reservations can be made here.](#)



Riviera Sustainability Projects

The Riviera Group is committed to achieving the Sustainable Development Goals (SDGs) adopted at the UN, with a focus on initiatives for creating a more vibrant future. Our corporate philosophy is “Life Enriched by Nature.”

An industry-first initiative at the Malibu Hotel

DOING WHAT'S POSSIBLE, REALISTICALLY AND WILLINGLY
A sustainable power generation system does not rely on fossil fuels nor does it produce carbon dioxide (CO₂) from incineration. Today, photovoltaic (solar) power generation using solar panels is one of the most well-known forms of sustainable power generation, along with wind power.

Like most businesses today, the Riviera Group business operations are simply not possible to maintain without electricity. For example, electricity is used at our marinas to power equipment and facilities. At hospitality facilities, such as our restaurants and wedding venues, electricity is used to power cooking ovens and lighting and other effects. Switching all of this electricity to solar power is not immediately feasible, but we still are working proactively to do what is possible.

Not allowing environmental conservation efforts to simply end as slogans requires an accumulation of small actions, and Riviera is continually exploring realistic ways of using solar power. For example, Riviera Zushi Marina was the first marina in Japan to utilize the breakwater for power generation by installing thin-film solar panels on the breakwater at Riviera Zushi Marina, which is exposed to sunlight for extended periods of time.

At Koajiro Bay, the site of Riviera Seabornia Marina, Raicho-S, the world's first quick charging plug-in electric boat, is used as a shuttle boat. This small jet propulsion boat was created through joint research with Tokyo University of Marine Science and Technology, and carries passengers across the calm bay quietly and comfortably, powered by solar energy.

THE USE OF SUSTAINABLE POWER AT NORMAL TIMES AND DURING EMERGENCIES

At Riviera Zushi Marina, we have been moving ahead since 2002 with community development under our “Ecology Town Zushi Marina” concept. This involves the use of solar power for reducing CO₂ emissions, recycling-oriented agriculture, a complete ban on plastic straws recognizing the threat of microplastics, and beach clean-up activities with the local community—while thinking constantly about the ecology of the land, air, and sea.

At the Malibu Hotel, which opened this March, Riviera is working proactively in this way. While ensuring convenience for our customers and offering benefits to our employees, we also consider handling emergencies. During normal times, we recharge our electric vehicles (EVs) using solar power. During times of high electricity consumption, we help to lower CO₂ emissions by using solar power and EVs to cut peak demand. This system is in constant use.

During disasters or other emergencies when the

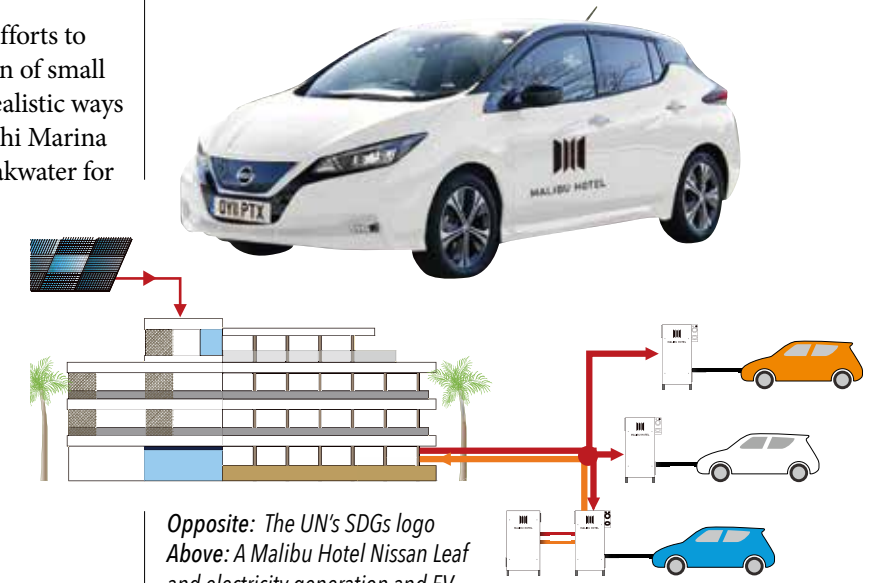
power is out, our EVs will be used to supply some of the electricity used inside the hotel. This system will be used only in certain cases.

Riviera's focus on V2B, meaning “vehicle to building,” is an environmental solution that links a building's solar power generation system to EVs.

ELECTRICITY FROM EV OUTLETS AT FRONT DESK OF THE HOTEL

V2B connects the hotel's rooftop solar panels to the EVs in the parking lot. (The same concept in the home is referred to as vehicle to home, “V2H,” meaning electricity is supplied from vehicle (V) to (2) home (H).

An EV is a mobile storage battery. When connected to a building's distribution system, the electricity of EVs can be used from the building's outlets. The battery capacity of the latest Nissan Leaf model is



*Opposite: The UN's SDGs logo
Above: A Malibu Hotel Nissan Leaf and electricity generation and EV powering at the hotel*

enough to cover the electricity use of an average home for two to four days. Combining solar power with the supply of electricity from EVs should markedly reduce dependence on outside electricity.

“We hope to promote such a combination of ‘constant use and emergency use.’ EVs are always utilized as a mode of transportation but also can be used as a back-up power source in certain situations,” says Ms. Kiho Ogami, the general manager of Nissan Motor Corporation's Corporate Communications Department.

At the Malibu Hotel, the hotel's vehicles and employee vehicles will all be EVs. Customers who visit the hotel in their own EVs can recharge their vehicle using the power conditioning system (PCS) installed onsite. In case the supply of outside electricity is interrupted during a disaster, we will combine work place charging (WPC) and business continuity planning (BCP), where the electricity in hotel vehicles and employees' vehicles is used as an emergency power source inside the hotel via the PCS.

SHARING THE IMPORTANCE OF SGDS DURING EMPLOYEE MEETINGS

We don't want to think of the damages that Chiba Prefecture suffered in the 2019 typhoons are simply someone else's problem. At the Malibu Hotel, we are encouraging employees to change the vehicle they use to commute in to an EV, and we offer a subsidy program as part of our employee benefits (in addition to the national government subsidy). The purpose of this program is two-fold: to help reduce CO₂ during normal times and secure rechargeable batteries during a disaster.

During the monthly employee meeting at Riviera held to facilitate communication between management and employees, we invited Ms. Ogami of Nissan Motor to give a presentation on increasing the share of EVs companywide. "The Nissan Leaf's battery can fully charge around 6,000 mobile phones," Ms. Ogami said. "During the extended blackout in Chiba Prefecture caused by Typhoon 15 last September, we dispatched 51 Nissan Leafs locally as an emergency power source."

This proved to be a good opportunity to learn about the importance of V2B and increasing the EV ownership rate among employees, as well as thinking about a sustainable environment as cited in the Riviera Sustainability Projects.



CONNECTING STUDENTS OF "LAND-LOCKED PREFECTURES" TO THE SEA

On Wednesday, July 24, 2019, our annual "Connecting with the Sea Program" was held at Riviera Seabornia

Marina in Miura City, Kanagawa Prefecture. This is an interactive learning program held by the Japan Ocean Academy with the help of a subsidy from the Nippon Foundation. It features a "classroom in the sea," where participants learn about and experience the sea through dinghy handling, kayaking, and cruising on Sagami Bay aboard a large boat, as well as observing the ecosystem of forest and tidelands of Koajiro Bay.



FOSTERING ADULTS WITH KNOWLEDGE OF THE SEA

At Japan Ocean Academy, the "Ocean Master Program," which develops instructors for marine sports and leisure, is another pillar of our mission. This program is for adults working with children, such as parents, teachers, employees of relevant groups, and senior volunteers sent to contribute to communities after retirement, to master advanced skills for connecting children to the sea.

The 12-day program includes not only sailing and rowing skills, but also safety measures, weather knowledge, fishing and preparing fish to eat, and the know-how needed to teach newcomers about the sea. In other words, the curriculum fosters dependable leaders of ocean leisure. Graduates receive a guide certification from the Japan Ocean Academy, and can optionally obtain their Second Class Boat's Operator License.

It is critical to increase the skill level of adults today in order to foster children, the leaders of tomorrow. ♪

<https://www.riviera.co.jp/sustainability/index.html>

• Riviera's hope is to foster human resources who will pass down the importance of the ocean and protect our natural environment

This year, 12 elementary students were invited from Ikaho Town, Gunma Prefecture, a landlocked prefecture, to take part together with local children from Kanagawa. Through this experience, Riviera's hope is to foster human resources who will pass down the importance of the ocean in the future and protect our precious natural environment.

THE RIVIERA RESORT CLUB

The Riviera Resort Club is an exclusive members-only club that offers a number of ways to make your life even more enriching and dynamic.

Members have access to premium club facilities located throughout Japan, including four marinas located at resort destinations, club lounges, fitness & spas in Tokyo, restaurants and cafes, banquet halls, and fitness clubs and spas in Tokyo.

Members have access to 14 boats for rent for sailing, racing, fishing, parties, or just relaxed cruising. No license or maintenance necessary, as captain, crew, and staff are at your service.

Come experience traditional and prestigious Riviera hospitality.



Riviera Country Club

Ninety-plus years of history...

The Riviera Country Club, the flagship of the Riviera Group, has been a favorite of celebrities since it was established over 90 years ago. Located among groves of sycamores and eucalyptus trees in Pacific Palisades, in southern California, it is close to Hollywood, Malibu and Santa Monica.

In 1927, the course, designed by George C. Thomas, Jr., one of the most famous golf course architects in Southern California, opened after 18 months of construction.

The Riviera's mission is to *respect history* while looking to the future

The Riviera also built a professional polo field, which was chosen to hold the 1932 Los Angeles Olympic Games' equestrian events. Japan's Baron Nishi was the equestrian games' gold medalist.

Polo was a favorite sport for many of Hollywood's celebrities. Walt Disney played polo at the Club and was captain of the "Mickey Mouse" celebrity polo team. But in 1963, the polo club was closed and transformed into a tennis club, with 24 championship-level tennis courts. The Women's All-American Tennis Championship was played there for more than 30 years.

Many famous film stars of Hollywood's Golden Era played golf at Riviera. A eucalyptus tree in front of the 12th green is known as "Bogie's Tree" because Humphrey Bogart used to sit under it drinking bourbon while watching the LA Open. Riviera's signature holes are the 4th, 6th, 8th and 10th. Ben Hogan declared Riviera's 4th hole, "the best short hole in the US and my favorite hole." Jack Nicklaus said, "Riviera's 10th hole is the shortest par 4, which is the toughest and most beautiful in any major course."

A MAJOR COURSE WITH A CHAMPIONSHIP HISTORY
Befitting Riviera Country Club's status as one of the best courses in the country, the PGA selected it as the location for the Genesis Invitational, an annual tournament held every February. Originally known as the Los Angeles Open, in the 1970s it was named the Glen Campbell Los Angeles Open, after music star

Glen Campbell helped sponsor the event. The name changed again by the time Tiger Woods played his debut tournament at Riviera's Nissan Open in 1992.

This year, the Genesis Open was changed to the Genesis Invitational, which meant increased prize money and a list of invited players. It is categorized between a major tournament and a regular tournament. Hyundai has been the corporate sponsor of the tournament since 2017 and the Tiger Woods Foundation runs the tournament.

The Riviera Country Club has been known as "Hogan's Alley" because Ben Hogan won the LA Open here in 1947, followed by the 1948 LA Open and the US Open in 1948. Two PGA Championships were also played at Riviera in 1983 and 1995. The USGA held the US Senior Open in 1998 and the US Amateur in 2017 at Riviera, and the NCAA chose the Riviera course for their prestigious collegiate event in 2012. The Riviera Country Club has also been chosen as the official course for the 2028 Los Angeles Olympics.

A BRIGHT HISTORY AND A BOLD FUTURE

The Riviera's mission is to respect history while looking to the future. After the Los Angeles Olympics in 2028, the Riviera Country Club will move forward into its second century. The Riviera Country Club's concept, ever since it was purchased in 1988, is to return the golf course design to the original course as it was conceived by architect George C. Thomas, Jr.

In order to stay on the cutting edge, the Riviera Group hired the renowned golf course agronomist Paul Latshaw as a special advisor. Latshaw stated, "Our concept of course maintenance is to keep the course in tournament condition every day."

Since 2016, a project has been in progress, in collaboration with the City of Los Angeles, to protect the Santa Monica ocean waters and beaches from water pollution run-off by diverting dirty water from flowing into Santa Monica canyon, cleaning it, and using it for golf course irrigation.

For the last 10 years, we have been displaying all the Riviera archives and historical items, not only in the clubhouse atrium and showcases, but also throughout the entire clubhouse, highlighting Riviera Country Club's 90-year history and its legacy as what we believe is the best golf location in the US.

During this year's Genesis Invitational, 40 volunteers came from all over the United States and other countries, including Japan, to support the golf course maintenance department. We are proud of the exchange program, providing cutting edge knowledge and skills to create the best golf course conditions for other superintendents—especially for the Japanese superintendents from Kasumigaseki Country Club, which will host the Tokyo Olympics this year. 🏌️



Above: Views of the Riviera Country Club.

Left: The legendary Ben Hogan playing at the Club in 1948.

A Chat with Tatsumitsu Yamazaki

The former business leader and perennial sailing enthusiast tells how he fell in love with sailing, led Japan's first America's Cup team, and now fosters future sailors.

Tatsumitsu Yamazaki has had a storied career, but shows no sign of slowing even after turning 80. He served as head of a major Japanese food company, been a leader of Japan's sailing industry, and took part in the America's Cup, one of the world's foremost sailing races. He is a respected leader who has dedicated himself to both business and sailing with an honorable and fair approach; now his focus is on developing the instructors of tomorrow.

Riviera: You were a member of the famous Waseda University sailing club, which has produced a number of Olympic athletes. You also became a decorated athlete. Did you first begin sailing at the university?

Yamazaki: My first experience came during a summer vacation when I was a teenager. I visited Tateyama in Chiba Prefecture as part of my father's company trip for employees. There were several small dingy sailboats for rent lined up on the beach, and we tried it out. It was a joy to sail in the light sea breeze on calm waters, and I remember being enthralled, thinking that I could make it all the way to Hawaii. After that, sailing was something I enjoyed every summer. I casually joined the sailing club at university, but soon found out the club was made up of hardcore competitors. It didn't take long before I, too, fell in love with sailing competitions.

R: Did your passion for sailing remain even after joining your father's company after graduating from Waseda University?

Y: With a job, it was almost impossible to dedicate myself completely to sailing. So I threw myself into my work, something that continued until I stepped down as chairman. But I still wanted to sail, so whenever I found time, I headed to the marina. Luckily, my father understood the importance of amateur sports, and S&B Foods was an early sponsor of sports events. He allowed me to continue sailing, since I was working so hard. Eventually, I found a reasonable four-person boat, thinking I could take part in offshore ocean races. I rounded up some money to appear in the Toba Pearl

Race, where our boat placed. Since then, I've thrown myself into both work and sailing, which continues to astonish my family.

R: Was it a natural progression to take on the challenge of the America's Cup?

Y: After participating in the Transpac, [the world's oldest offshore ocean race begun in 1906, covering 4,000km from Los Angeles to Honolulu], I spent some time unwinding in Hawaii. I happened to run into the *Stars & Stripes*, which was practicing under her captain, Dennis Connor, "Mister America's Cup." I was in a sailing yacht and attempted to follow. I wasn't able to keep up, but I wasn't that far behind. At the time, the America's Cup was "a dream within a dream" for Japanese sailors. But I thought to myself, "I might be able to actually do this." I was also encouraged by Dennis Conner, who said, "It's about time that Japan fielded a boat and team for the America's Cup." That was in 1985, and it marked the beginning of a 15-year challenge.

R: Most Japanese people didn't know anything about the America's Cup back then.

Y: It's one of the world's most famous sailing races with nations' reputations on the line, but sailing was such a minor sport in Japan that it's only natural. Though we sailors had looked upon the America's Cup with awe, we had no idea how to prepare for it. Everything was exploring new avenues in the dark.

R: What was most difficult?

Y: In terms of powerboats, Japan's shipbuilding

PROFILE

Born in Tokyo in 1934, **Tatsumitsu Yamazaki** is a graduate of Waseda University, where he was a member of the school's sailing club. After graduation, he joined S&B Foods Inc. He served as president of the company from 1983 to 1989, and as chairman from 1989 to 2003. He has raced in a number of offshore yacht races, and served as the president of the Nippon Ocean Racing Club and chairman of the Japan Sailing Federation.



engineering is among the world's best. But sailboats are an unfamiliar area. It requires experts in fluid mechanics and aerospace engineering. I asked for assistance from universities and private sector research institutes with testing facilities, and asked for cooperation not only from shipbuilding companies, but also from companies completely unrelated to boating. At our base camp, we received a great deal of critical support from a shipyard needed for building a large sailboat. I also ran around looking for sponsors. I had to first explain about the America's Cup and why Japan should field a team and boat. We managed to secure 30 sponsors by the first race in 1992, but used all the money building a sailboat that could compete internationally. So I had to go back and ask for additional assistance. It was rather awkward.

The Nippon Challenge, Japan's America's Cup team which I chaired, appeared in three races (1992, 1995, and 2000). Each time, we lost in the semi-finals and finished in fourth place. Japan has yet to bring the cup home, and we have yet to fulfill our goal.

“Japan is a maritime nation, but perhaps because of our long national isolation, we became too afraid of the sea”

over and righting all by himself. That impressed upon me the gap between Japan and New Zealand in terms of sailing abilities. Japan is a maritime nation, but perhaps because of our long national isolation, we became too afraid of the sea. At schools, they teach us to beware of accidents. While it's important to protect children, very few schoolkids actually sail boats, even in seaside towns. Because they don't connect with the sea, they don't notice the bounty and can't fully appreciate the environmental destruction. It's really unfortunate. The sea is a fun place as long as a skilled adult is there to keep close watch.

R: You were recently appointed president of the Japan Ocean Academy operated by Riviera.
Y: I actually turned the offer down at first given my age. However, Riviera Chairman Watanabe insisted that the academy would focus on “instructor development programs, at the same time as raising awareness among children.” I decided to accept the offer. Training the adults of today to develop the sailors of tomorrow is the duty of us seniors. ♪



A rare shot onboard during the Transpac yacht race from Los Angeles to Hawaii. One of Japan's cinema megastars, Yujiro Ishihara, is steering on the left. In Hawaii, Yamazaki met Dennis Connor and decided to go after the America's Cup.



Complete Restoration Project of *Cynara*, the Lady of the Sea

Our hope is to perfect the best of the past and pass this down to future generations by breathing years of new life into the *Cynara*, a vintage sailing yacht crafted 90 years ago.

Five years have passed since the restoration project kicked off in February 2015. Work is currently underway with the help of 28 boatbuilders from 9 countries. Look for the next stage for *Cynara* on Sagami Bay in 2020.

<https://cynara.jp/cynara/>



A country manor—dismantled, shipped and rebuilt in post-war Tokyo—became a renowned restaurant and the origin of Riviera hospitality.

The restaurant Hakuunkaku (literally, White Cloud Castle), was the predecessor of Riviera Tokyo. It was opened by Asazo Horie and his wife Machi, on Jan. 23, 1950. Asazo was born in Tanagura, a town in Fukushima prefecture, on Jan. 23, 1909. His mother died when he was in second grade at elementary school, and he lost his father in his fifth grade. He could not take over the head of his family, so he became an apprentice at the firewood wholesaler Nemoto Shoten in Shirakawa, Fukushima, after graduating from primary school at 14. Asazo was hard-nosed and gradually distinguished himself, eventually being assigned to the important position of purchasing manager.

He was regarded highly at Nemoto Shoten, and plans were afoot for him to marry the owner's daughter. He chose to leave the company instead, and set off for Tokyo, where he settled in a tenement house, occupying a space of 10 square feet in the district of Ikebukuro. That was where he married Machi Saito and, with the ¥60 retirement allowance from Nemoto Shoten, he opened a charcoal and firewood wholesaler called Fukushima-ya at the age of 20. The foundation year of KK Riviera and our brand of hospitality is 1929, the year Asazo started Fukushima-ya.

The young couple, Asazo and Machi, achieved their independence, but the fuel situation continued worsening over the long war. Then firewood came in handy as an alternative to fossil fuels, and Fukushima-ya grew to five large fuel plants run by 400 employees. It was one of the five largest fuel wholesalers in the northern part of Tokyo.

NEW BUSINESS IN THE POSTWAR PERIOD

In 1943, when the war situation turned hopeless, the 34-year-old Asazo, who was already an entrepreneur with a wife and child, received a written draft notice from the Japanese army. He entrusted the business to his wife and served with the Yokosuka Marine Corps for the rest of the war.

Asazo was 36 in 1945, the year the war ended, and he witnessed the cityscape of Ikebukuro, a hot bed of the black market with crowded barracks lining the streets. It was a time when his business point of view changed dramatically.

People burned out of their houses during the war

White Cloud Castle *and* Riviera Tokyo's Origins

Seventy years of
Hakuunkaku history



“Because there were so few cars at the time, I could even hear the sound of the water from Hakuunkaku standing outside on the street”

were desperately struggling to stay alive. Food was extremely scarce and there was little room for laughter. But everyone was clearly relieved by the end of the war

and when they were able to get provisions of food, smiles were seen. The power and energy people receive from food is incredible.

Though his fuel business had been expanding, Asazo decided to shift to the food and beverage business which was indispensable in people's lives. While most people were concentrating on cheap restaurants, Asazo did not even consider it. He had the mind of a typical entrepreneur. He knew

that the energy of the post-war reconstruction would eventually change peoples' focus on food from merely surviving to enjoying luxurious banquets.

A VILLAGE HEADMAN'S MANOR BECOMES THE RESTAURANT HAKUUNKAKU

Asazo sold the fuel wholesaler Fukushima-ya and began developing his idea of building an elegant restaurant on a 240-square-meter plot of land. He named the restaurant Hakuunkaku, or White Clouds Castle, taken from the scene of Mt. Fuji veiled softly by white clouds, which could be seen from the site at that time.

People who knew about Ikebukuro at that time expressed shock at the sudden appearance of a splendid building. After all, this was less than five years after

the defeat, and there were strict controls over building materials. As constructions over 16 square meters were not granted a building permit, Asazo had come up with an ingenious plan: relocating an old Japanese cypress-made manor from Kamisuwa in Nagano prefecture to Tokyo. (The present Riviera Group still follows this philosophy of “preciously polishing the old for handing over to following generations.”) Of course, the relocation project was not completed overnight, but its appearance must have seemed that way to the neighbors.

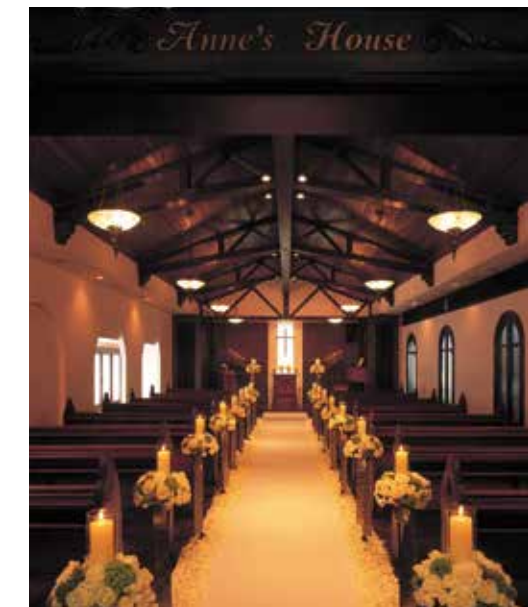
Hakuunkaku quickly gained a fine reputation, attracting many customers from the Ikebukuro area, as well as from the Asakusa and Nihonbashi areas. It was a favorite of the modern mystery novelist, Rampo Edogawa, who would invite hundreds of guests to annual year-end parties and banquets, including fellow writers, critics, editors and their families. Sankuro Ogasawara, then minister of finance, was also a regular customer, and banquets were organized in private rooms and halls.

In the fourth year after the opening of the restaurant, Asazo purchased the adjacent property of 150 square meters and the “New Building” was added on the side of Rikkyo Street.

OVERCOMING A TRAGIC FIRE

Hakuunkaku's operations following the opening were smooth, but clouds always follow the sunshine. In mid-December of 1954, just as the new building was being established, a tragic event occurred. The original manor of 240 square meters that had been relocated from Kamisuwa was completely burnt down after an accidental electrical short. The owner's family, who had lived in a small room of the old building, lost everything.

In spite of their sadness, Asazo and Machi knew that



there was no time for showing it. The reservation book was filled for year-end and New Year parties, and they had no intention of bothering their valued customers.

Along with the encouragement of their staff of 150 waitresses, housemaids and 50 menservants, Asazo and Machi steeled their hearts. Fortunately, the new building had escaped the fire, and by the day after the fire, it was fully operational thanks to the incredible efforts of all employees.

The “spirit of the family,” the bond built with employees at this time, is something Riviera has inherited, a part of the legacy of Hakuunkaku.

THE VISIT OF A PRINCE

By the 1960s, Japanese society was entering a period of high economic growth. Hakuunkaku had overcome the pain of losing the old building by involving the entire company in expanding to a property area of 1,500 square meters. The 32 large and small rooms, including a saloon, had become the best restaurant in the northern part of Tokyo. In 1957, the 48-year-old Asazo opened a large, luxurious banquet hall called Takanoma.

That same year, His Highness Prince Takamatsunomiya, the younger brother of Emperor Showa, visited us. One of the restaurant's special touches was the waterfall in the beautiful garden. Customers enjoyed stepping into the walled enclosure, with its beautiful bamboo grove and a large pond where carp played. A waterfall was also installed in the courtyard. “Because there were so few cars at the time, I could even hear the sound of the water from Hakuunkaku standing outside on the street,” says Kentaro Hirai, the grandson of Rampo Edogawa.

A HANGOUT FOR JAPANESE INTELLECTUALS

Hakuunkaku was a traditional Japanese restaurant. It included a small banquet hall surrounded by a carefully

tended Japanese garden that reflected the passage of seasons. A team of about 150 waitresses would listen to customers' orders, acting as bridges to communicate their requests to the chefs. After the chefs put their skills to work, the waitresses would deliver delicious dishes with perfect timing.

The dedicated hospitality of the waitresses was, along with the cuisine, a specialty of the restaurant. In the 1950s society had begun to show the effects of dramatic economic development. Hakuunkaku's reputation was unrivaled, and it was supported by people such as government offices, large corporations, prominent cultural figures, and scholars.

Hakuunkaku was in a convenient location just in front of Rikkyo University, but away from the bustle of Ikebukuro Station. It was usually fully booked as a great place for holding important meetings, and the restaurant often had to introduce other restaurants nearby to eager customers seeking reservations.

A NEW CHALLENGE

In 1961, the second Ikeda administration stated the aim of doubling the average income. Then 52 years old, Asazo anticipated a dynamic leisure market in the future, and began a major beach landfill project in Yugawara, on the Yoshihama coast. The location was along National Highway No. 135, where Yugawara Junior High School is currently located.

Horie joined a civil engineer team and worked on the landfill for 12 years. The construction process was a difficult one, but the landfill of 30,000 square meters was completed in 1973 when he was 64.

MEMORIES OF ASAZO'S HUMANITY

Asazo Horie, who loved his work, his family and his hometown of Tanagura, died in 1974 at the age of 65. Many people still remember his kindness, and recall

their experiences with him. Hiroshi Fujita, a former managing director of Asahi Breweries (and now a company friend), spoke of his times with Asazo: “Mr. Horie was loving to everyone. I first met him in 1965. It was my second year with the company and I was in sales. Asahi Breweries was having some hard times and I often was turned away at restaurant doors. Only two small Chinese restaurants and Hakuunkaku ordered from me. The first two ordered only a little, but I always received large orders from Hakuunkaku. I was really delighted with Mr. Horie’s kindness.

“I was in charge of other areas too, but I always enjoyed working near Ikebukuro because I could show my face at Hakuunkaku. I took care of the restaurant for 15 years. And every year, I also delivered cold storage vehicles to the landfill construction site in Yugawara.”

An easy-going entrepreneur, Asazo was always a friend to the weak. This attitude was related to having lost his parents early and having a difficult time in childhood.

Asahi Breweries continued to deliver their products to the Riviera even in the wake of the 2011 Tohoku Earthquake and Tsunami, despite closures. It was a help in keeping Riviera operating, and the company appreciates the brewery’s kindness from the bottom of our heart.

“Asahi Breweries is the first to give back to those who supported our difficult times,” says Mr. Fujita. “The other day, I felt very nostalgic, so I visited Riviera Tokyo for the first time in a long while. I found the hospitality of the staff hadn’t changed at all since the time of Hakuunkaku. It is clear that Mr. Horie’s founding spirit has been passed down, and is doing well.”

MASTERING THE ESSENCE OF HOSPITALITY

In the 1980s, people believed that Japanese cuisine could only be accompanied with Japanese sake. But Hakuunkaku was a pioneer of that era, and held an event entitled “Wine with Kaiseki” to spread the idea of a new food culture. In the end, we were able to successfully spread the idea of wine with Japanese cuisine.

Another unique challenge was to shift from traditional Japanese banquet cuisine to *kaiseki* cuisine. This was in response to a growing desire among the Japanese for high quality, gourmet dining. *Kaiseki* cuisine is a method that serves customers with freshly prepared dishes immediately at the correct temperature, whether the food is warm or cold. Serving a multi-course cuisine with such care could only be done with a maximum of 80 seats, so measures were taken to make the room more compact. This was a courageous arrangement that eventually proved to be a great decision, ahead of the times.

“The other day, I felt very nostalgic, so I visited Riviera Tokyo for the first time in a long while. I found the hospitality of the staff hadn’t changed at all”



THE TAILOR-MADE WAY OF HAKUUNKAKU

For weddings held in Japan, white, a symbol of purity, had long been the “common sense” color regardless of the style of the wedding. Of course, today, “color weddings,” which are coordinated in the colors people choose, have become popular. In fact, it was Hakuunkaku that led this trend, beginning in 1987. After seriously responding to the voices of customers in search of their own identity and styles, the idea of “Original Weddings” became popular, and guests were seen in long lines in front of the restaurant.

Since then, we have always been ahead of the times. We’ve introduced fresh concepts like “total coordination” and “themed weddings,” and have

continued to propose new ideas to our customers. We have earned the reputation of being able to create imaginative weddings.

A NEW NAME; THE SAME PHILOSOPHY

Every year, Riviera takes advantage of the summer holidays to renovate and reinforce the wooden structures of the facilities. Hakuunkaku’s style has always been about looking for improvements while maintaining traditions, and that’s something that is still being practiced by Riviera today.

And while Riviera stubbornly insists on refining traditions, and handing them down to following generations, the essence of what Riviera wants to protect is the impression of its customers.

Yes, Riviera is a banquet hall with luxurious facilities, but more than that, it must be a restaurant where customers can enjoy treating themselves to the finest gourmet meals. The name may have changed from Hakuunkaku to Riviera Tokyo, but the philosophy is never going to change. The Riviera Tokyo tradition has been part of Ikebukuro for over 70 years, doing business while connecting to its past.

We would like to thank all the local people of Ikebukuro, the business partners that have supported us, and our many customers over the years for helping us reach our 70th anniversary.

Our success is all thanks to you. 🍀

<https://www.riviera.co.jp/tokyo>

THE HEART OF RIVIERA

And interview with Eiji Okamoto, 53rd chief abbot of Gokokuji Temple

Gokokuji Temple is located in Otowa, Bunkyo-ku, and is the main temple of the Buzan-ha of the Shingon sect of Buddhism. The temple was built at the request of Keishoin, the mother of Tsunayoshi Tokugawa, the 5th shogun of the Edo period. It is just a 10-minute drive from Riviera Tokyo, and there is an exceptional bond between the two.

Eiji Okamoto, the 53rd chief abbot Gokokuji recalls the relationship. "This year is the 70th anniversary of Hakuunkaku, isn't it?" he said. "That's a long time."

The monk Okamoto sees Hakuunkaku as what he calls "classmates." "I finished school in 1950 and was appointed as chief priest of Chotokuji temple nearby," he said. "At the same time, I started to serve at Gokokuji, which had escaped damage in World War II. There was a trolley popularly called the "Chin Chin Train," which ran between Gokokuji and Ikebukuro station, and I commuted between Gokokuji and Chotokuji several times a day."

Okamoto heard about Hakuunkaku from local people. "I was 22 years old," he said. "I heard about a superb restaurant in Ikebukuro, where people suggested we treat ourselves after the memorial service."

He had the opportunity to meet Asazo Horie, the founder of the restaurant and other staff through his duty at Gokokuji. But he doesn't feel anything has changed from those days. "Even after the restaurant name changed to Riviera, I feel the spirit of the founder still lives," he said.

It was a popular place for locals and monks alike. "The gourmet cuisine of Hakuunkaku not only attracted our parishioners, but also the monks. It was a favorite site for meetings, and we used it



Above right: Eiji Okamoto, the 53rd chief abbot of Gokokuji Temple.

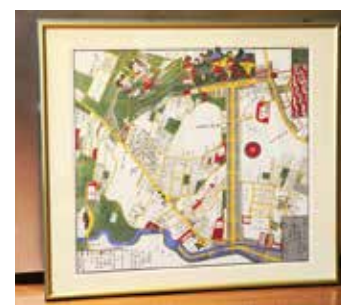
Right: Map illustration of Otowa, Zoshigaya in the Kaei era (1848-1854)

a lot," Okamoto said.

The graves of our founder Asazo Horie and his wife Machi are at Gokokuji Temple. His loving daughter, killed in the tragic fire, and his relatives who moved from his hometown in Fukushima, also sleep under the tombstone standing quietly overlooking a view of Ikebukuro.

On the morning of each year's first general meeting, it has become a company tradition for all employees to visit the grave, and listen to a sermon from the chief abbot. This important custom is still practiced, part of cultivating the right mentality when facing the new year. The strong relationship between the restaurant and the temple will continue, as the temple was always in our founder's thoughts. Even after many years, Gokokuji Temple is the heart of Riviera.

**Eiji Okamoto, the chief abbot of Gokokuji Temple, passed away at the age of 91 on Oct. 28, 2019, immediately after our interview. Riviera would like to express our deepest gratitude for all his long-term kindness. We pray from the bottom of our hearts that his soul may rest in peace.*



A PREVIEW OF OLYMPIC GLORY

The Sailing World Cup Series
Enoshima Reception Party



As the closest marina to the sailing competition venue of the upcoming 2020 Tokyo Olympic Games, Riviera has been providing a full range of operational support.

In August, 2019, Riviera organized an important reception party together with the Japan Sailing Federation. It was held the night before the Sailing World Cup Series Enoshima event, part of the world championship of sailing. The aim of the reception was to foster mutual friendship for the success of the World Cup and the upcoming Olympic sailing competition, and to invite stakeholders to show our appreciation for the opportunity to assist with running this wonderful competition.

The World Cup, which is held in the Olympic host country one year prior to the Olympics, serves as a practice run for the games at the actual venue. For the participating athletes, the event is a series of hotly contested battles and competition. For the operators, it is the final phase of several years of preparations ahead of the Olympics. This provides a real-time testing ground for their collaboration.

The Sailing World Cup Series Enoshima event, with competing athletes from around 50 countries, was held from Sunday, Aug. 25 to Sunday, Sept. 1. The reception organized by Riviera was held in mid-week, Wednesday, Aug. 28 at the Riviera Zushi Marina.

Attending the event were Alastair Fox, Director of Events at World Sailing (formerly the International Sailing Federation) along with other World Sailing executives, leadership responsible for sailing from the Tokyo Organising Committee of the Olympic and Paralympic Games, as well as local partners including Deputy Governor Asaba of Kanagawa Prefecture, the host prefecture, Mayor Suzuki of Fujisawa City, the heads and senior leadership of surrounding local governments, the chairman of the Kanagawa Prefectural Fisheries Cooperatives, and representatives from area yacht clubs.

Because of the many top leaders in attendance, a number of rather formal speeches were given despite the congenial atmosphere.



The reception itself was highly regarded, with some in attendance speaking of their gratitude for the chance to meet a wide variety of representatives from associations. Japanese Diet member Shinjiro Koizumi (now the Minister of the Environment), who understands the issues of holding the event locally, sent a congratulatory telegram. The reception became a venue for leaders to talk together, transcending differences in position in a relaxing setting, in order to cooperate for the success of the event and Olympics.

HOSTED TRAINING CAMP OF SPANISH TEAM FOR SECOND YEAR

The athletes of Spain, the land of the sun, once again visited Japan. This year is the team's second training camp prior to the Olympics, as the team decided to come back to Japan and train at Riviera Zushi Marina from June 25, ahead of the Sailing World Cup Series Enoshima event. The Riviera Zushi Marina's staff did everything they could to support both the athletes and coaches of the Spanish team, and celebrated the positive results of the Spanish team at the Enoshima event as if they were part of the team.

The team expressed their appreciation for the support, saying, "We're grateful that you arranged an environment where we could focus on practice. Thanks to this, we were able to achieve good results." To live up to these words, Riviera will continue to expand its scope of friendship.

CLASSIC AUTOMOBILE RALLY FINALE AT RIVIERA ZUSHI MARINA



On Saturday, March 17, 2018, the Classic Japan Rally 2018 R134 Spring was held. This road rally is a classic car event where a parade of rare vintage and discontinued cars starts in Mikasa Park in Yokosuka and then visits 12 places on the Miura Peninsula along National Route No. 134 before reaching the final destination of Riviera Zushi Marina.

A total of 76 cars took part this year, on a day of ideal spring weather. These included a number of extremely rare models adored by car aficionados, such as a 1926 Bentley, 1928 Bugatti, and 1932 MGJ2.

At Riviera Zushi Marina, where passionate fans awaited the arrival of the rally, Yanmar, one of the event's sponsors, set up a bold display to showcase its concept boat, the X39, by placing the boat in the pool where the awards ceremony would be held. The awards party was a great success, bringing an idyllic cheerful spring day to a close.

Right, YANMAR X-39
Tonnage: 7,200kg
Overall length: 11.8m
Width: 3.0m
Engine: YANMAR
Horsepower: 370hp x 2



COMMENDATION OF MARITIME PROMOTION ACTIVITIES

Marinas from all over Japan that are members of the Japan Marina & Beach Association organized a campaign called "Marine Week: Find the Right Beach for You!!" to encourage people to get out on the water or visit a beach. Riviera Seabornia Marina was one of the marinas that hosted Marine Week events. The marina received a commendation from the association for its activities, which said it served as a model for other marinas.

INQUIRIES ON EVENT, PARTY, OR MEETING PLANNING:
Riviera Zushi Marina
Phone: +81 (4) 67-23-0028
5-23-16 Kotsubo,
Zushi-shi,
Kanagawa 249-0008, Japan

SHANGHAI RIVERSIDE DINING

SUZHOU AND SHANGHAI CUISINE IN A SPECTACULAR LOCATION
One of Shanghai's most popular attractions is the Bund, a historic waterfront area that was once the location of the international settlement, and still has a number of old buildings from the turn of the twentieth century.

In 2013, Riviera collaborated with the famous Suzhou cuisine restaurant, Songhelou, to launch the Riviera Songhelou restaurant on the banks of the Huangpu River. It is a merging of the service know-how of a long-admired traditional Chinese restaurant with the Japanese know-how for handling multiple functions, such as parties and customized wedding receptions.

The city of Suzhou, known as Venice of the East, is located between Lake Taihu and the Yangtze River. The cuisine is characterized by the freshwater fish and river shrimp that are bountiful in this area's waters. The tradition of Suzhou cuisine boasts 260 years of history that can be traced back to the Qing dynasty.

In addition, we also offer cuisine unique to the Shanghai region. These dishes are characterized by simple seasoning to draw attention to the ingredients. They are popular as the flavors are rarely too spicy, making them easily palatable.

The restaurant has received many awards, including the Golden Tripod Award, Chinese Famous Snacks, and National Special Restaurant. In the Black Pearl Restaurant Guide by Dianping, China's largest review site, the restaurant was one of 52 Shanghai restaurants to be awarded with one diamond, proof positive that the restaurant is loved by the locals as much as visitors.

NEW JAPANESE CUISINE; A FUSION OF WESTERN AND ASIAN TASTES
The restaurant is divided by floor, with the main dining hall on the first floor and private rooms on the second floor. There is also bar

RIVIERA SONGHELOU
Suzhou and Shanghai cuisine
No. 505 Zhong Shan Dong Er Road,
Huang Pu District, Shanghai, China
(Close to Xin Kai He Road)

Telephone (Chinese)
021-3331-3777, 3071
English 189-1896-7830
Japanese 189-3078-5327

Lunch 11:30-14:00 (L.O. 13:30)
*Weekends and holidays
11:30-14:30 (L.O. 14:00)
Dinner 17:00-22:00 (L.O. 21:30)
Capacity 100 seats, 8 private rooms
*All private rooms have a view



service where patrons can enjoy colorful drinks while taking in the beautiful night view of the city. Wine selection is curated by our Japanese sommelier.

The third floor hosts the Riviera Shanghai, which serves fusion Japanese cuisine at tables with a view of the Bund, the former international concession in Shanghai. The dishes are basic Western foods with a Japanese twist involving a selection of techniques and ingredients. Safe, organic vegetables and seasonal ingredients are selected and arranged as colorful pieces of art to heighten their natural taste. Diners can enjoy a new take on Japanese cuisine that transcends national boundaries.

REASSURING HOSPITALITY

The Bund area of Shanghai welcomes many international visitors, as does the restaurant. Reservations by telephone can be made in English, Japanese, or Chinese. We welcome visitors to our ground-breaking restaurant in this historic and pleasant location.



RIVIERA SPORTS CLUB SPECIAL EVENTS



With the summer 2020 Olympics taking place in Tokyo this year, it would be no exaggeration to call this the year of sports in Japan. Located in close proximity to the Japan National Stadium, the main event venue of the Tokyo Olympic and Paralympic Games, the Riviera Sports Club hosted several special programs, including a special program featuring former Olympic athletes as coaches.

TECHNIQUE-INTENSIVE SWIMMING SCHOOL LED BY FORMER OLYMPIC SWIMMERS

Those who take up swimming as regular exercise find that it not only trains the body but also helps release physical and mental stress through the power of water—an effect that is more evident when proper swimming techniques and training methods are mastered. Riviera Sports Club invited former Olympic swimmers, such as Ai Shibata, to give special swimming lessons, a first of its kind in Japan. Instructors well versed in swimming techniques and competing at the world level led the classes. These top athletes have experience with high performance levels and the tough mental strength required to compete in high intensity competitions, overcoming challenges along the way. They were able to share this background while coaching participants to master correct swimming techniques.



Ai Shibata
2004 Summer Olympics
Gold Medalist (800m
Freestyle)
Japanese record holder
(400m Freestyle, 1500m
Freestyle)



**For Information and
Trial Programs
Riviera Sports Club**
Telephone
+81 (3)5474-8000
B1F, Riviera Minami
Aoyama Bldg.,
3-3-3 Minami Aoyama,
Minato-ku, Tokyo

RIVIERA GOLF ACADEMY BY NYSG
The program Riviera Golf Academy by NYSG was directed by Yuji Naito, a well-known golf commentator who is also actively involved in the instruction and support of many professional golfers. At the academy, lessons were conducted using the latest

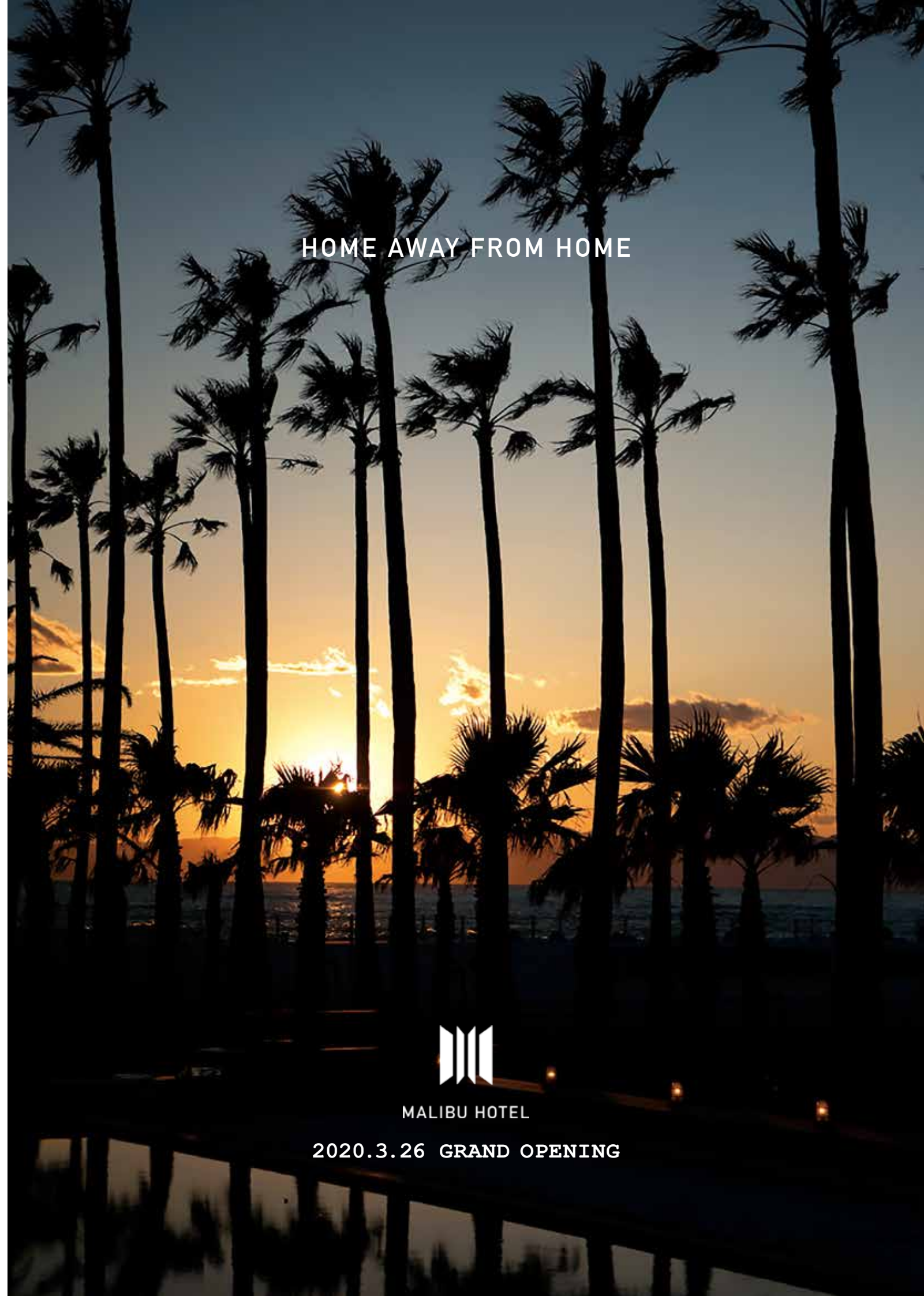
measuring instruments to collect data that not only analyzes stroke technique, but also the motion range of shoulder joints, muscle flexibility and core strength. All three of the special events hosted by Naito last year were very popular, as was the upgraded event held earlier this year. These lessons by a specialist who coaches professional golfers were only available at Riviera Golf Academy.

<https://www.riviera.co.jp/sports/aoyama>

Yuji Naito
Golf commentator
Golf coach for
professional golfers



HOME AWAY FROM HOME



MALIBU HOTEL

2020.3.26 GRAND OPENING



THE RIVIERA COUNTRY CLUB

