

BOATING



ASIA
PACIFIC

NOVEMBER/DECEMBER 2018

SPECIAL FEATURE

ASIA-PACIFIC'S TOP 50 SUPERYACHTS

**ITALIAN GODDESS:
CRN'S 50M LATONA**

SPOTLIGHTS

SUNREEF 80

AZIMUT GRANDE 25 METRI

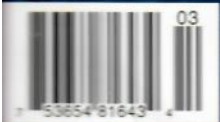
RIVA 110' DOLCEVITA

SANLORENZO 500EXP

SHIPYARD: MONTE CARLO YACHTS

INSIDE ASIA: NEXTWAVE YACHTING

INTERVIEW: RUSSELL CURRIE, FAIRLINE



SENSE & SENSIBILITY

The Sunreef 80 is ultra-modern, yet it has a functional design that should appeal to both hands-on owners and others who simply want to enjoy its opulence.

By Kevin Green



SAILING CATAMARANS ARGUABLY are the best cruising vessels for several reasons. They have fast off-the-wind performance, they're economical under power and they don't heel over to spill your drinks – or soup – as you glide along.

And in the catamaran enclave at this year's Cannes Yachting Festival, the Sunreef 80 was the sailing cat to see, a true show stopper, with the Croatian-owned *7X Split* standing out as the biggest of the Polish yard's three world premieres.

Sunreef has produced more than 100 vessels in both power and sailing varieties since 2002, so this privately owned company under the management of founder and CEO Francis Lapp is well versed in what a semi-custom cruising catamaran should be.

Talking with the quietly spoken Frenchman was an interesting experience for me and it was heartening to hear of his strong desire to supply the Asia-Pacific region with these elegant crafts (an earlier carbon 80 range was named *Levante*).

The award-winning entrepreneur and keen catamaran sailor first came to Poland as a rally car driver before discovering the quality of the workmanship available in the port city of Gdansk that had shipbuilding as its lifeblood.



Elegance and aesthetics are often an emotive subject, reflecting designers' continual struggle with the dichotomy of form versus function, so as I stood alongside the towering hulls of this first Sunreef 80, a few features stood out.

The fine entry of the tall bows is aimed at reducing drag, the hulls' height does the same job by elevating the nacelle clear of waves, while their rapidly increasing volume as they rise to deck level creates vast living space.

Overhead, the flybridge creates that third level of living space while also containing all the navigation equipment, leaving the rest of the boat for relaxation.

Saloon with bow access

Stepping up to the stern from the swim platform, I am confronted by the vast aft deck, a feature that is only found on large catamarans. Quite rightly a major selling point, it allows you to enjoy open-air dining beneath the protective overhang of the flybridge, with transom bench seating in addition to the side benches.

Sun worshippers may choose to bake on the equally vast foredeck cockpit, which has two sunken lounge areas with a low-slung table.

Above: The first Sunreef 80, *7X Split*, has a vast foredeck with sunken cockpit. **Facing page:** All sails for the 80-footer are controlled from the flybridge.

The saloon is devoted to entertaining, with the galley and crew quarters below in the aft part of the hull. Most striking in the saloon are the large windows all around, created by upright bulkheads that maximise volume in this vast, open-plan area.

It's perhaps too open-plan for a bumpy seaway, but that's the price you pay for this loft-style space, with convenient access to the bows via a large, strongly built front door.

The saloon is dominated by L-shaped lounges and ahead of them is a wet bar to port and navigation console to starboard. The console includes the autopilot and throttle, so despite lacking a steering wheel, course adjustments can be made here, along with navigation via the B&G 16-inch screen. Most usefully, the ship-management screen gives control of many services as well.

Furnishings included unfixed chairs which again aren't good in a seaway; neither are a lack of significant fiddles to prevent food sliding off tables.

The mood is ultra-modern, with smart use of traditional teak

combined with brushed metal and lacquered laminates; all credit to Sunreef's in-house design team.

The 80 comes with two main accommodation layouts. The standard is with four double en-suite cabins, and the crew quarters and galley aft, in the port quarter. Alternatively, with the galley-up version, a fifth cabin is aft on starboard, with crew quarters and storage in the port-aft quarter.

Hull access is neatly hidden in an alleyway behind the steering console on starboard and similarly on port, while the back of the saloon has two more stairways to each hull. As seen on *7X Split*, the standard layout is a versatile arrangement that should suit owners who may also

do some chartering, as the four double cabins – especially the master cabin – are spacious.

Located in the ideal spot, midships and on the starboard side, the master cabin uses nearly half the hull to create an opulent space. There's a vanity desk opposite the king-size bed, while at the rear is a spacious bathroom with double sinks and vast shower cubicle.

My only complaint is the rather dull-grey finish on some parts that darkened the area, although the stylish rectangular hull windows do bring in just enough sun. However, customisation is a key selling point for the brand, so owners can specify their own decor.





Others should also feel at home in the guest cabins, which have queen-sized island beds, spacious en-suites and good privacy.

At the business end, where the galley nestles in the port quarter, its longitudinal layout allows several crew to work at the Siemens electric hob or load the washer/dryer, although the single sink is a limitation.

On the plus side, the many cupboards and ample refrigeration, hidden behind stylish lacquered doors, can house enough victuals for a month at sea.

Spectacular flybridge

Nearly all navigation takes place on the flybridge, which is well clear of the main deck, so ideally suited as a crewed vessel. Typically, it will require a skipper, deckhand and hostess-cum-chef.

However, this vast space is much more than mere navigation area, as there's also comfortable bench seating with a large teak table and

Top and bottom left: Vertical bulkheads in the loft-style saloon ensure sun protection and plenty of natural light.

Bottom right: The saloon binnacle is a useful navigation station.

Facing page: The dining area is to port, the lounging area to starboard.

sunpads to the rear, all safely housed within sturdy rails. With the main boom well clear overhead, the views can be enjoyed underway as well.

Twin helms are ideal for this vessel, which has a huge beam of 38ft. Instrumentation is dominated by the B&G plotter and alongside are the key controls of twin electronic throttles and, importantly on such a large vessel, joysticks for the fore and aft tunnel thrusters.

All surfaces are finished off in stylish black composite, as are the large steering wheels. Sail controls are equally well laid out, with electric Harken two-speed drum winches for sheets, including two sat nearby at

the mast foot for halyard controls. It's a very workable layout, as I found out when using it in the bay of Cannes.

Powerful rig

Sunreef has been building its own in-house carbon masts since 2008, which is an impressive feat. Our rig was powerfully built and had a large-diameter mast and outboard rod shrouds with twin headsails, plus an inner forestay.

Sheeting is done at the far end of the deep, Park Avenue-style boom to maximise control of the mainsail, but sensibly the mainsheet track is outside the safety rail of the flybridge sunpad.

The mainsail has three cringles for single line slab reefing, controlled by twin two-speed Harken winches at the mast base. Crew will also appreciate the mast steps to reach the huge Bryt Dacron mainsail when the need arises.

Bryt is a Polish sailmaker and supplies a wide variety of cruising and racing boats with a mix of cruise laminate and 3Di-style sails, so has good credentials. The headsails are located on a structural fibreglass bowsprit outside the safety rail. The jib is on an electric furler, with sheeting led to near the mast base, while the gennaker is manually winched at deck level.

Looking at deck level, where the teak cladding was welcome underfoot as the hot Cote d'Azur summer sun beat down, the practical layout reflects the company's extensive build experience.

There's large capstans on each stern quarter, heavy-duty safety rails and a sizeable anchoring arrangement with 3000w vertical windlass/capstan and rode running below the trampolines to a 66kg CQR anchor. Ideally, a second bow roller would be fitted, given the size of this vessel.

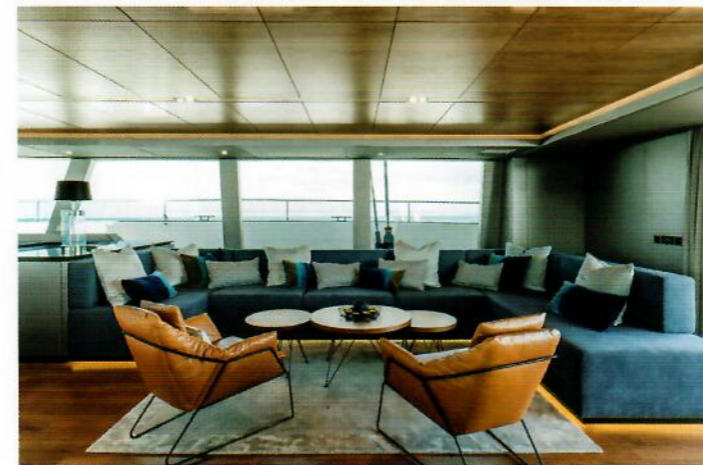
The aft deck is sheltered by the flybridge overhang, with wide steps leading to the water on each hull side and a spacious hydraulic swim platform between.

Hull and engines

Access to the engines is from the aft cockpit, where a ladder led me down to a footplate on top of the 280hp shaft-drive John Deere engines. The voluminous hulls give plenty of working space around the six-cylinder, turbo-charged motors, with key service points accessible, and filters and electrics sensibly located up high. As a former superyacht engineer, I'd have no complaints doing my job on this Sunreef.

In the port engine room, good features include a second generator (two Onan 19.5 KVAs in total) sat alongside the 120,000 BTU air-conditioner. Here I could also see the smooth hull lay-up, which is infused E-glass sandwich laminate.

Also notable are the sturdy, moulded pillar supports for the twin rudders (with large aluminium quadrants). Rope cutters are also fitted to the shafts, ideal for coastal waters where fishing gear abounds.





Optional tankage is available, which makes the Sunreef 80 ideal for bluewater sailors.

Sailing from Cannes

Departing the Vieux Port using our fore and aft tunnel thrusters, with skipper Henry nudging the twin bows between the myriad of boat show craft, was not a job for the inexperienced steerer.

Cruising cats like this only have shallow mini keels, so even the large ones can be blown around. However, a vessel of this calibre is set up for professional crew. Thankfully, the windage was minimal on the towering flybridge, where the helms gave us clear views forward but not aft, so I acted as a spotter for the skipper while we cleared the harbour.

Taking the helm beyond the mole, I gently pushed the twin electronic throttles down and the shaft-drive engines faintly growled as we reached cruising speed – eight knots with the John Deeres spinning at 1500rpm.

Fuel consumption at this speed was a modest 12 litres per hour,

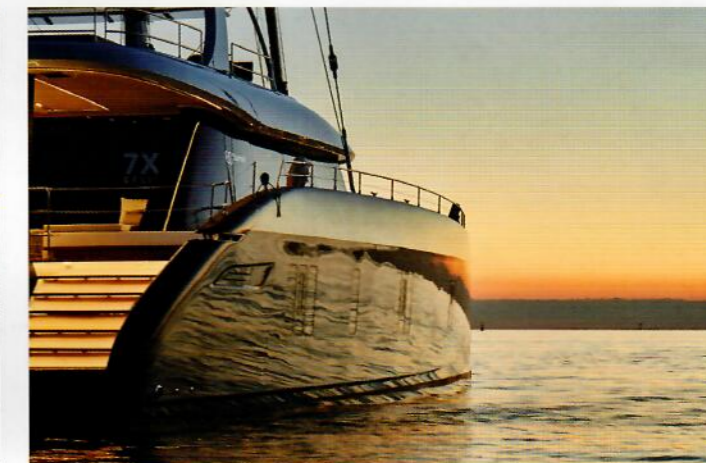
Above: The midships owner's suite takes up nearly half the starboard hull, while the three guest cabins have large island beds.

Facing page: An essential part of good catamaran design is ample bridgedeck clearance.

giving a total range of more than 3,000nm – and significantly more if the two 6,000-litre fuel tanks are optioned.

Given that cats can nearly go as fast on one engine, it means huge savings compared with similar monohull powerboats. For the record, I put the throttles fully down – to check for shaft and structural vibration – and the Sunreef 80 majestically surged forward to a maximum of 11.3 knots with the rpm at 2,300.

Turning us into the wind, we then arranged the fully battened mainsail for hoisting by clearing the reefing lines and putting the main halyard on the large, electric Harken drum winch. It turned out to be a three-man job, with the steerer, someone on the halyard and a spotter



because we couldn't easily see the mainsail through the fibreglass bimini.

However, there were no problems due in large to the lazyjacks guiding the mainsail upward before I put the wheel down and we unfurled the gennaker, after ensuring the propeller was feathered to minimise drag.

Off the wind, the Sunreef gathered surprising momentum in the light eight to nine-knot breeze, reaching five knots boat speed at 60 degrees off the wind. The hydraulic wheel felt a wee bit ponderous, which both the skipper and I put down to air in the system, but nevertheless it did the job of controlling our direction as I called for a gybe.

For the gybe, the inner forestay – rather annoyingly – required the gennaker to be furled before we set off on the new tack, but apart from that, all lines ran easily.

Tropical waters with their light airs require light sails, so ideally a self-furling Code 0 would be fitted, while the winches are already at deck level for what is a well equipped luxury sailing catamaran.

www.sunreef-yachts.com

Sunreef 80

Builder	Sunreef (Poland)
Exterior design	Agnieszka Blizniuk, Sunreef
Interior design	Joanna Szulc, Sunreef
Naval architecture	Adam Paruszewski, Sunreef
Length overall	24.4m (80ft)
Beam	11.5m (37ft 9in)
Draft	2.2m (7ft 3in)
Mainsail	200sqm (2,150sqft)
Genoa	155sqm (1,670sqft)
Engines	2 x John Deere 280hp or 225hp
Fuel	4,800 litres (12,000 litres optional)
Water	1600 litres
Guest cabins	4-5 for 8-10
Crew cabins	2 for 2-3

PRINCESS BREAKS THROUGH ON X95 'SUPERFLY'

PRINCESS HAS UNVEILED the design and details of its X95, the first model in a new 'Superfly' X class that features an exceptionally long flybridge and a fresh approach to yacht architecture and interior layouts. The 95-footer's 'super flybridge' and main-deck interior cover almost the full length of the 78ft mould.

The near-72ft flybridge is more than double the length of a typical flybridge on a yacht this size, according to the British builder, while the layout provides 10 per cent more space outdoors and 40 per cent more indoors than a traditional motor yacht.

The X95 was developed in collaboration with Bernard Olesinski, the yard's long-standing naval architect, and legendary Italian design house Pininfarina, which also worked on the recently-launched R35, also the first in a new Princess class.

Princess offers at least two completely different layouts for the main deck, one of which includes a forward master suite, the other using the same space for an open galley and dining area.

Executive Chairman Antony Sheriff said: "X95 is another bold new concept for Princess Yachts. Borne from our aggressive investment

strategy into new technology and world-class design, the X class creates an entirely new segment, representing another significant step in our new product programme. We continue to push the boundaries of yacht design."

www.princessyachts.com



POLAND'S SUNREEF POWERS UP WITH 80

POLISH SHIPYARD SUNREEF is developing an 80ft power catamaran, having staged the world premiere of its Sunreef 80 sailing catamaran at this year's Cannes Yachting Festival. Measuring 78ft 7in with a beam of



39ft 5in, the 80 Sunreef Power offers multiple layout and design options, and customisation possibilities.

The ample aft cockpit offers a huge seating area and a wet bar, and leads to the large saloon, which houses an elevated navigation station and can accommodate a large galley, depending on the layout.

The master suite can even be located in the bow of the main deck and feature a forward-facing double bed, bathroom with walk-in shower, dressing table and desk, and natural light from the skylight glazing. The same space can also be used for a large lounge with access to the foredeck.

The full-beam bow terrace has vast lounging space, while the flybridge offers a spa pool, wet bar and plenty of seating. A dinghy, jet-ski and other water toys can be stored in the large garage and on the aft platform, while the crew quarters are accessed from the aft cockpit.

www.sunreef-yachts.com

FAIRLINE FORGES F-LINE WITH FEISTY 33-FOOTER

FAIRLINE YACHTS is developing its F-Line 33 for delivery in early 2019, when the 33-footer will mark the British builder's first new range for over 25 years, joining the Targa and Squadron classes.

Managing Director Russell Currie said: "The F-Line 33 shows a bold new direction for Fairline, while drawing on our long heritage of producing fun and exciting day boats. We are confident the boat will appeal to a new generation of boat owners."



The 33 is designed for summer-time entertaining, with a large forward sunbed and a spacious aft seating area that can be configured to make another sunbed. The self-contained cockpit galley features a high-spec barbecue, fridge and ice maker, while a drop-down transom creates a swim platform and extends the liveable space by 3ft.

The 10m model is fitted with Fusion Entertainment's newly launched premium Apollo system, the first marine entertainment system featuring a one-piece glass touchscreen display and built-in Wi-Fi streaming.

The interior features a mid-cabin with double bed, day head with shower, and forward U-shaped seating with table and bed conversion. The yacht will reach an estimated 33 or 45 knots depending on the engine options.

www.fairline.com