

MULTI

Established 1985

HULLS

Special Edition #13 - Summer 2019 **WORLD**

Boat Test Special

**22 MULTIHULLS
ON TEST**

Sail
Power
Multi-Yachts

Your multihull:

Financing
How to pick the one



By Mark Bernie

Balance 482 / Performance and design

Since 2012, the South-African shipyard Balance Catamarans has been bringing out high performance and sturdy catamarans which are ideal for ocean sailing. The launch of the next 482 has been motivated by potential clients for their 526 (10 units already sold!) who were looking for something similar but closer to their budget. The 482 has been designed by Phillip Berman and Anton Du Toit, and promises to be a quick catamaran in all conditions, including upwind, thanks to the daggerboards. The inverted bows lend the boat's silhouette a very sporty look. The hulls and nacelle have plenty of windows, however the shipyard has decided to go for a coachroof with an overhang to protect the living area from the sun's most vertical rays. The Versa-Helm system (a double helm thanks to an articulated steering wheel), which was already on the 526, has obviously been included.

www.balancecatamarans.com



Technical Information:

Builders: Balance Catamarans
 Architects: Phillip Berman and Anton Du Toit
 Overall length: 14.71 m (48'3")
 Waterline length: 14.71 m (48'3")
 Beam: 7.9 m (25'11")
 Draft: 1.16m/2.20 m (3'10"/7'3")
 Lightship displacement: 11,315 kg (24,945 lbs)
 Upwind sail area: 133.10 m2 (1433 sq ft)
 Engines: 2 x 45 hp
 Fuel: 2 x 400 l (2 x 106 US gal)
 Water: 2 x 390 l (2 x 103 US gal)

Leopard Catamarans / A facelift for the 45!

It has only been around for two years, but there's already a (small) restyling planned for this vessel with its forward cockpit and direct access from the saloon. The cockpit and the helm have been redesigned, the nacelle is now counting a new opening and you will also be able to discover an updated layout for the owner's cabin.



Befoil 16 / The first delivery!



After two years of research and development, Befoil delivered its first production boat on May 29th at the Centre Nautique Fouesnant Cornouaille, in Brittany. This catamaran has been designed to fly, but is still technically and financially accessible. It's 16 feet long and has been designed by VPLP. It has been built from recyclable materials: the hulls are polyethylene and the appendages (rudders and foils) are aluminum. This little racing machine is on sale at € 19,990 ready to sail.

NEWS FLASH

Dragonfly 40 - A Trimaran in 2020

The mold of the central hull is currently being finished, as is that for the deck. The Danish shipyard is also working on the other parts (the link arms, floats) in an effort to have its next model in the water by 2020. Two units have already been ordered.



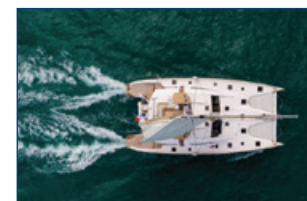
Sunreef Yachts - Electric or hybrid propulsion for the 50 and the 60

The specialist luxury catamaran shipyard is now offering both, a hybrid propulsion system and a 100% electric one. This seems like a logical choice for the two smallest sail models, the Sunreef 50 and 60. Perhaps preparing the way for the bigger units and the power cats?



Privilège Marine - A new distributor on the Baltic Sea

After two years of collaboration with the builders Hanse Yachts (#2 worldwide), Privilège Marine is now being distributed not too far from the German shipyard. Bootsmeile GmbH, a company based in Laboe, close to Kiel, will be now part of the selling network for the catamarans built at Les Sables d'Olonne in France



Text: Norbert Conchin - Photos: by the author DR

MULTIYACHT The Yacht of Tomorrow?

Every year there are more and more of them buzzing around the trendiest cruising spots. These boats with several hulls are now a fixture in the luxury yacht market. But what is it about them? What are their pros and cons? Is the future of these multiyachts really all that rosy?



Luxury yachting has been on an upward curve since the 1980s. There has been an impressive rise in the number and size of the yachts. Although the current largest vessel Azzam is 180m (591') long, the strongest growth has been in the 20m to 50m (65 to 165') range, and there are now around 6,000 of them across the world. In this mad race, and despite only having been around since 1985, multihulls have been making waves since the early 2000s in the large cruising vessel world. Catamarans have made the most impact on the 24 to 35m (80 to 115') sector, initially with custom projects. Since then, we have seen the creation of actual brands which specialize in creating catamarans. Blubay Yachts arrived on the scene in 2006 with the 28m (92') boats Rapholy and Mashua Bluu. Sun Charter, which, since 2001 has devoted itself exclusively to chartering out large catamarans, has also got involved with the manufacture of these craft, as there simply aren't enough of them on the market. They launched the 30m (102')

Ipharra and the 35m (115') Che in 2010. Not to be outdone, JFA came up with a semi-custom range: The Long Island 85. Two units were launched in 2014 and 2017. Meanwhile, Lagoon has created a customization department to allow CNB to show off its expertise in this domain. Although still finding their feet, it has influenced the creation of a range of large luxury catamarans, the Seventy 7, more of which later. Despite being the only sector to post double-digit growth in the last few years, multiyacht production is still on a small scale. However, the future looks bright because these vessels offer some interesting particularities for the most demanding clients.

OCEAN CRUISING ON TWO HULLS.

The modern yacht must be at least capable of welcoming 6 to 8 guests in the kind of conditions you would expect in a luxury hotel. It must therefore have spacious cabins with a private bathroom, with a particularly nice one with a dressing room for the

owner. There should also be a saloon with a bar, a dining area, exterior sunbathing and relaxation areas, easy to access swimming and a dinghy which can get everyone ashore in one trip. It should also have a crew of at least three, comprising a skipper, a cook and a hostess. The staff should be housed in a sufficiently isolated and comfortable zone, with a professional galley, large food storage areas and a laundry. All this means that a five-star service can be assured for long periods and even seasons. We mustn't





forget the range of communication and multimedia equipment. All of this is possible on an 80-foot vessel as well as on a... 70-foot catamaran. The latter actually offers a livable area comparable to what can be found on a 100-foot monohull. This is the main advantage of a multihull, and anyone who goes on board is surprised by the amazing space that the beam offers. Hemisphere's 44-meter (145') has as much space as that on a 60-meter (200') superyacht. Francis Lapp, the CEO of Sunreef Yachts really made the most of this advantage. From 2003, this pioneer began developing a range of semi-custom sailing and power catamarans that were equipped with a flybridge. The hull and the superstructure came out of the same mold, and the interior was custom made. Some of the models had a double deck. The concept was a hit, with the 74-footer and the Power 70 becoming the shipyard's top sellers with more than 50 units sold. Today the brand is the market leader with over 100 units of their 62 to 82 footers having been produced. In the wake of these developments, Privilège brought out the 745 and raised the bar when it came to the quality of the finishing, with the Série 7 becoming their flagship. It was Lagoon though, that

Yachts, superyachts, megayachts, gigayachts... prestigious craft with a length anywhere between 20m and 180m (60 to 600 feet). They come in catamaran or trimaran formats. Welcome to the world of multiyachts!

heralded the modern era for ocean going cruising with the first luxury catamaran yachts. These were effectively production models, as all the possible angles had been covered and the client only needed to tick the appropriate boxes to pretty much order a unique boat. The people who buy these boats belong to a certain elite, and they are keen to order a unique boat which acts as an ambassador for their own personal success. Perhaps a futuristic look evoking technical prowess and wealth, or maybe elegant, dynamic and fluid lines. These are the sort of designs which are now requested of architects and designers, as the look of the boat has become the number one imperative. The quality of the furniture and fittings must also be absolutely top of the range, with the most prestigious brands being used in the same way that one would demand perfect work and finishing in a super luxury house. And last but not least, the list of the latest equipment and gadgets should comprise the latest technology on these vessels which are totally off the scale. Yet all of this luxury adds up, especially in terms of the weight, even if great strides have been made to find an ideal balance between performance and life on board. In this sector, the most successful motoryachts are undoubtedly the 70 foot plus multiyachts, which are less concerned with the weight. The very sophisticated build procedures have allowed these boats to join the world of luxury craft. It's a winning formula, and there are now over 200 of these boats across the globe.

- 1 : *Jinlong*, the latest 110-foot catamaran was built in China off a Berret-Racoupeau plan. The exterior and interior living spaces are enormous.
- 2 : Since the 2000s, motor catamarans have evolved a lot, mainly under the impetus of Sunreef Yachts. Here the 70 Power, with double deck has been an unprecedented commercial success.
- 3 : The more supple seagoing qualities afford a sailing comfort which is adapted to the 5-star service that is expected on board these floating palaces like here on the Seventy 8.
- 4 : The decorating style is as important an element as the size of the habitable spaces. By offering a bespoke finish, the shipyards are looking to seduce a clientele which demands the ultimate refinement.
- 5 : One of the reasons for the success of multihulls is their stability. A clientele which is used to motoryachts can sail without any worries on a boat which stays flat.



STRUCTURAL CONSTRAINTS

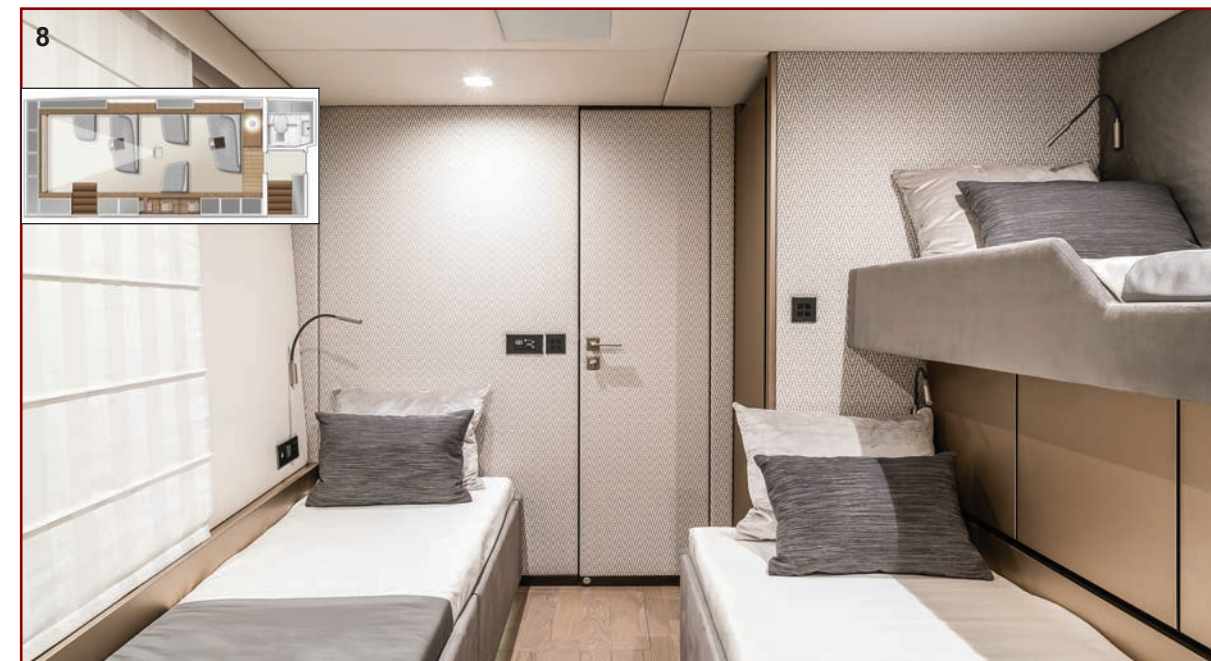
According to specialist marine brokers, their clients have an image of multihulls being uncomfortable, mainly thanks to racing. Catherine Relandeau, who specializes in selling very large catamarans, confirms this: "Multihulls need to start being more like multiyachts". It isn't easy to combine the dynamic qualities of multihulls and the high level of luxury and comfort on monohull yachts. The amazing mobile laboratory that is the ocean-going racing world has managed to master the ratio of weight and stability, which in turn means that it is perfectly possible to put together customized super-multiyacht projects. The architects have collected electronic data over 25 years relating to the stress that boats go through and the efforts that they have to make when sailing around the world. This means that production methods have advanced a lot. One other constraint, and it is a crucial one, is the width of the hull. There are not many marinas around that can accept these fabulous multihulls with main beams of 10 meters (33') and more, even among those marinas deemed "catamaran friendly". In December 2016 the SMIP (Société Monégasque Internationale Portuaire), bought the Italian port of Cala del Forte in Ventimiglia, which is only 8 miles from the Principality. As

it wants to export its know-how, the Port of Monaco is putting the finishing touches to the marina, which will be able to welcome 171 yachts, including some large catamarans. Technical stopovers will need to be rigorously prepared, as there are only a few shipyards in the world which are capable of getting the boats safely out of the water and putting them on dry dock. On the Côte d'Azur there is IMS, and more recently, Monaco Marine who have not hesitated in building facilities which are dedicated to multihulls. The Marina Roda de Bara near Barcelona and JFA in Concarneau, Brittany, are also equipped with installations which are capable of raising these very wide boats.

AND THERE ARE OTHER ADVANTAGES TOO...

Multiyachts have several advantages when it comes to cruising and mooring. There's no

rolling, less pitching and easier movement over the water. All things which can help to persuade hesitant guests to get their sea legs on. These maritime attributes make the crew's job easier, ensuring a more efficient service and a calm and relaxed environment. The sailing stability, even under sail, has even convinced some motor yacht owners to buy a sailing catamaran as they are no longer concerned about heeling. Another concern relates to respecting the environment, which has become a major issue for the boatyards in an effort to boost their image. Hybrid or purely electric motors are now appearing, as on the Silent 80 and the Daedalus 80, the boat that belongs to Google Maps creator Stefan Muff. Having minimal hydrodynamic drag is another major advantage in this domain, even for motor yachts. The first Sunreef 70 Power which was developed with Laurent Bourgnon managed an impressive



fuel consumption of 12 liters/hour (3½ US gal/hour) at an average speed of 10 knots. Crossing the Atlantic is therefore becoming more affordable when getting the boats over to the main charter areas in time for the season. Finally, with having to face up to the new economic climate, with higher fuel prices and other associated taxes, this economy turns out to be a huge advantage for anyone who wants to live on the water or rent out their boat. Chartering luxury catamarans is a big growth area. Out of 20 or so best-seller 70-foot catamarans ordered with the two market leaders, more than half of them are heading for the charter business. The agencies which are known for ocean cruising such as Camper & Nicholson or Bernard Galley don't hesitate to offer multiyachts in their catalogue. Some, such as Barnes Yachts, are investing heavily in this sector and now have several Sunreef catamarans in their fleet. The desire to have a more and more refined environment, until now the preserve of the luxury yachting fraternity appears to be contagious: the last few years have witnessed a huge increase in the level of the finish on 60-foot plus catamarans. Lagoon and Fountaine Pajot now call their top of the range boats "Motor Yacht". Sunreef is working on a more voluminous design for its 60s, and offers a bespoke finish worthy of a bigger yacht. Recession or not, luxury will always have us dreaming, and ideally on two hulls!



- 6: As the balcony on the Seventy 7 shows, the shipyards are now integrating elements that have long been standard on larger motor yachts.
- 7: A yacht is a collection of indissociable qualities. An XXL galley and a mess for the crew is essential for ensuring good service throughout the cruise.
- 8: From 22 meters (72 feet) and up, a catamaran's hulls are big enough to house cabins which can rival domestic comfort. On the more recent yachts, the view over the sea is also very panoramic.
- 9: Multimedia has taken over our lives, and that includes onboard these yachts, where everything always has to be the latest technology.
- 10: Any maintenance needs to be well planned. Very few shipyards are equipped for lifting out and putting in dry dock these boats which are between 10 and 16 meters (33-53 feet) wide.
- 11: The space that is available on large catamarans means that you can have as much living space as on a monohull that is one and a half times to twice as long.



MULTIYACHT

Text: Norbert Conchin & Photos: by the author and DR

SUNREEF 80

A variable-geometry loft

A pioneer in the field of on-board livability, Sunreef is pushing the limits even further with this new 80-foot catamaran. The cutting edge of a complete range aimed at luxury boating.

Remember, three years ago, the Polish shipyard was in the news with its Supreme range, which featured a very distinctive cubic architecture and interiors with a very "urbanized" style. While there was unanimous agreement on the characteristics of a stripped-down and adaptable interior, some of us expressed more reservations about the shape of the superstructure, which seemed to be at odds with the constant challenge to the aerodynamics of a craft powered by sails. Well, we can be reassured by

discovering this new range which, from 50 to 80, displays consistent and much more curved design, one in coherence with its immediate environment. Nevertheless, the idea of record habitability has continued to preoccupy the brand's customers; some serious study was required into how to preserve the imperative of volume by giving this new series hydrodynamic qualities suitable for circumnavigating in all types of weather while remaining comfortable and safe.

A DOMINATING FREEBOARD

The answer came in the form of a very high freeboard; all you have to do is stand on the pontoon near the bow to be convinced. From the waterline, the deck edge reaches a height of three meters (10'). Admittedly, the deck is fifty centimeters (18") lower and a bulwark surrounds the entire hull, but when you reach the top of the sugarscoop staircase, you immediately realize that you are very high off the water and the immense volume that this gives to the layout. Regardless of the natural sense of security that this creates, the space



available is impressive at every level. The headroom is the big winner of the operation. As initiated on the Supreme range, a technical area is installed under the main deck. The clearance under the nacelle remains more than one meter (3') in order to preserve a good passage through the waves. The curved design of this nacelle allows the transversely placed beds to be moved back towards the center, in order to create a very wide passage between them and the sides of the hull. This gives a feeling of unprecedented volume in the cabins. The height of the king size beds is the same as at home and the view to the outside is perfect, even elongated, because the hull windows are at the same level. The owner's cabin is huge and the décor very suggestive. With the curtains closed, it's hard to believe you're on a boat. Its bathroom is very contemporary with a central wall around which is articulated double basins, shower, toilet and dressing room. No, don't put the magazine down, you're not reading Architectural Digest! All crew cabins, galley and saloon also benefit from these new proportions. We were told that on the Sunreefs, it's possible to create the layout plan as you want between the structural bulkheads, but here we really get the impression that they have been pushed back. The main deck has a usable area of more than 200 m² (2,150 sq ft), 54 m² (580 sq ft) of which is for the saloon only, which communicates with the aft cockpit terrace through a sliding window that extends over the entire width. The roof windows - or rather bow windows made of glass - provide an excellent 360° view as well as effective sound and thermal insulation. Comfortably installed in the sofas, the only small deficiency in this painting lies in a view obstructed by the height of the bulwark, which forces you to stand up to visualize the water level. But these guardrails make any apprehension disappear when moving on the side-decks.

1: The sloop's rigging is a homemade product, well supported by hydraulics. The Captain must be able to operate it alone. The three-meter (10') freeboard augurs well for the interior space and a guarantee of safety at sea.

2: The front deck is accessible from the saloon through a retractable door. The generous sunbathing areas and the surface allow you to stay there very comfortably at more than two meters (6') above the water.

3: The main deck saloon is a very large living and reception area; it can be decorated to suit your desires. The combination of aft deck, saloon and foredeck totals more than 200 m² (2,150 sq ft).

MODULAR STYLE

As you would expect, the interior décor and equipment are entirely tailored to the customer's taste. On this one, the materials are very striking. The ceiling of the saloon and chests of drawers in matt varnished teak as well as the fabric-covered partitions are pierced with black metal rods with geometric patterns. The blue-grey velvet upholstery and fawn leather, as well as the anthracite smoked glass tops, warm up the art deco atmosphere of the whole. Of course, everyone will be able to create their own interior as they wish, the yard teams are experienced in the process and can collaborate directly with the client or even with their designer if necessary. The modularity is total since we start from a blank interior with each new boat, a little like an empty loft in which all design fantasies are allowed. On the first three units leaving the yard, Macassar ebony, oak or teak blend with silky fabrics and velvets with the certainty of having a unique decoration that is in harmony with the owner's sensibility. On one of them, the main deck is occupied by a giant lounge with an office-bar that can serve the forward deck and tables. Which look good even at large receptions. All these versions are equipped with a professional kitchen in one hull with

an adjoining pullman crew cabin and a mess for four-person meals. This living space is also equipped with a giant screen, as everywhere else on board.

READY FOR BLUE WATER CRUISING

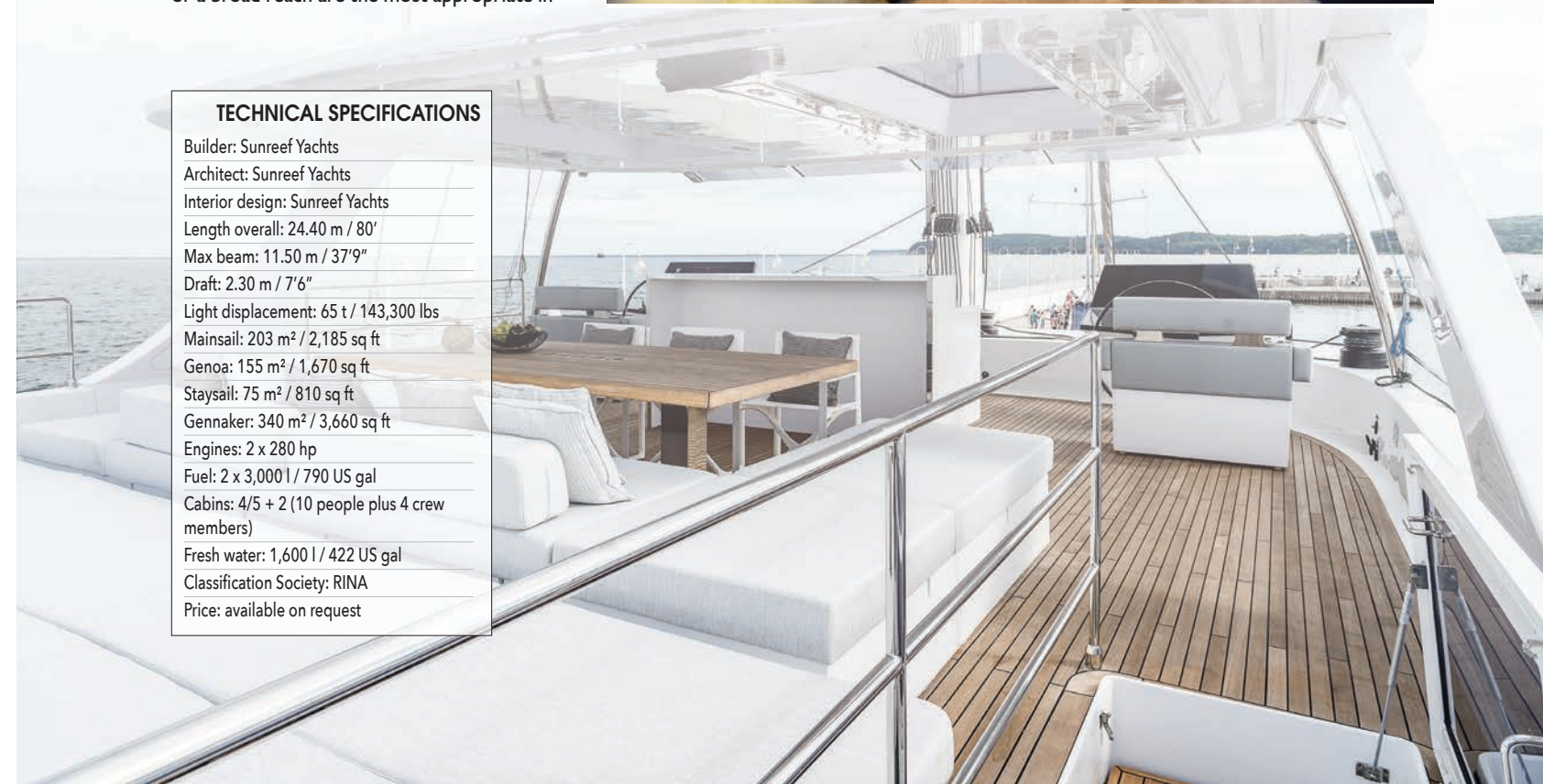
The flybridge, in tune with the rest of the ship, is colossal. In addition, it includes relaxation and catering areas worthy of serious pleasure boating, with helm and sail maneuvering stations directly forward of the mast foot. The Captain has all the command controls at his fingertips. This is a provision that should be developed with him, as he will be using it with short-handed crew most of the time. Leaving the port of Cannes, we notice that we are at a similar height to the other yachts at the Festival, which are much larger. The carbon rig manufactured on site includes a well dimensioned canoe boom to accommodate the 200 m² (2,150 sq ft) of the mainsail and two levels of shrouds to handle the loads from the genoa and staysail mounted on hydraulic furling systems. On this model, the halyard and sheet winches are electric, as is the mainsheet traveler.

However, hydraulic assembly is possible, particularly for gennaker sheets. We're making a few tacks in light winds and still manage to reach the same speed, i.e. six knots. It is certain that the size and handling are more suitable for long runs in strong winds, conditions where it will be possible to average more than ten knots - which was the case when coming down from Gdansk, the port where the yard is based. A beam-reach or a broad-reach are the most appropriate in



TECHNICAL SPECIFICATIONS

Builder: Sunreef Yachts
Architect: Sunreef Yachts
Interior design: Sunreef Yachts
Length overall: 24.40 m / 80'
Max beam: 11.50 m / 37'9"
Draft: 2.30 m / 7'6"
Light displacement: 65 t / 143,300 lbs
Mainsail: 203 m ² / 2,185 sq ft
Genoa: 155 m ² / 1,670 sq ft
Staysail: 75 m ² / 810 sq ft
Gennaker: 340 m ² / 3,660 sq ft
Engines: 2 x 280 hp
Fuel: 2 x 3,000 l / 790 US gal
Cabins: 4/5 + 2 (10 people plus 4 crew members)
Fresh water: 1,600 l / 422 US gal
Classification Society: RINA
Price: available on request





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good breezes. Otherwise, the discretion and sobriety of the engines at 1,500 rpm will allow you to cover as much ground as you need, without any constraints.

CONCLUSION

Sunreef Yachts' dynamism in the multiyacht segment is remarkable; this range seems to be well established. Its look is quite spectacular and offers a distinguished personality faithful to what is found on exceptional yachts. The developments offer a scale never before achieved in this category. Success was not long in coming with eight Sunreef 80s and ten 60s already sold. The Sunreef 50 will be presented at the Cannes Yachting Festival - Port Canto - in September 2019. Judging by the finish of the 60, the concept consists of making haute couture in smaller sizes. The 80 takes luxury multihulls up a level and it will be interesting to discover the Power version in the Vieux Port.



- ◆ Remarkable and very evocative look
- ◆ Comfort of a luxury loft
- ◆ Infinite customization



- ◆ Vision on the outside just a little bit limited when seated
- ◆ Rigorous follow-up of the finishing process at the yard with Skipper

4: At the front of the saloon, this area also acts as a bar serving the front deck and the interior helm station.

5: The Master cabin is really huge with the bed at the height of the windows. The headroom is extraordinary on this size of boat. The depth isolates it well from the saloon, located much higher up.

6: The décor is the strong point of the yard. A workshop with specialized craftsmen can collaborate with your designer and supply anywhere in the world.

7: Each unit, here the second one, has a very exclusive universe chosen by the owner. The layout plan is studied on a tailor-made basis with each buyer.