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# PRÊT-À-PORTER

An aerial photograph of a catamaran sailing on a deep blue sea. The boat's two white hulls are visible, and a large, vibrant red sail is fully deployed on the left side. The water's surface is textured with small waves and ripples, reflecting the light. The overall scene is dynamic and captures the essence of high-speed sailing.

HAVING MADE A NAME FOR ITSELF BUILDING CUSTOM POWER AND SAILING CATAMARANS, SUNREEF IS OFFERING AN EXCITING NEW MODEL FOR OWNERS WHO WANT A FAST TURNAROUND, EXPLAINS **MULTIHULLS WORLD**, WHILE STILL BENEFITTING FROM THE TYPICAL HIGH-QUALITY FEATURES OF A CUSTOM BUILDER.

**W**ith a maritime tradition stretching back some 1,000 years, the Polish port city of Gdansk is home to half a million inhabitants, creating an enormous pool of nautical based skills that is fed by a growing network of higher education establishments, including a famed institute of textile engineering and a number of technical colleges.

It is here – on the edge of the Baltic Sea, at the mouth of the Vistule River – where yachtbuilder Sunreef has made a name for itself creating impressive catamarans for a global clientele. For its large yachts, Sunreef at first benefitted from the presence of top-level aluminium boilermakers and cabinetmakers, and now the yard has mastered the skills of modern composites. The builder makes its hulls using infusion techniques, and also constructs carbon masts and booms in-house, while it was able to subcontract locally to equip the 34-metre *S/Y CHE* with a full set of rails, stanchions and pulpits in titanium.

**ALTHOUGH IT IS  
THE SMALLEST OF THE  
COMPANY'S LARGE RANGE  
OF SAILING CATAMARANS,  
THE 60 LOFT DISPLAYS  
THE CHARACTERISTICS  
OF ITS BIG SISTERS.**





**GRAND ENTRANCE**  
The recently debuted Sunreef 60 LOFT has proportions that give the feeling of being on a larger yacht, not least when seated in the roomy cockpit.

#### THE 'READY TO GO' LOFT

This new Sunreef 60 LOFT model succeeds the 62-footer, and boasts more liveable space while remaining slightly more compact, so as to meet the manoeuvrability expectations of owners without a crew. It borrows a large part of its architecture and takes advantage of the experience generated by the 30 examples of the successful 62, while offering a *prêt-à-porter* style that can be delivered in just four to five months.

Although it is the smallest of the company's large range of sailing catamarans, the 60 LOFT displays the characteristics of its big sisters. Designed for passenger comfort, its aim is to satisfy its owner and provide a unique way of life. John, owner of S/Y *In The Wind*, confided that his holidays with children and grandchildren had been a roaring success, something he had never achieved with the 70-foot Sparkman & Stevens he previously owned.

It's a boat designed for owners with high expectations. The overall silhouette does not have the slimness nor the elongation of an *Iphara* or *CHE*, but the simple pleasure of the amenities and features will have a wide appeal. A saloon and helm on the flybridge, provision for exterior dining and the luxuriousness of the cabins justify a little beefiness. The silhouette is balanced and the boat catches the light well, even though the height of the boom raises the visual centre of gravity, due to the rigid bimini. A curved boom fitted lower and a fluid wind deflector could alleviate this. The overall presentation is really persuasive and the impression of a well-configured yacht is not encroached upon.

#### ARCHITECTURE AND CONSTRUCTION

Sunreef has been practising infusion techniques for 12 years now and for the 60-foot model it set up a complex resin drainage network, which allows lamination in a single procedure for the hulls and the whole of the superstructure, with the omegas, to obtain a one-piece chassis. Balsa is used as a core (with foam as an option) associated with vinyl ester and polyester resins and fibreglass.

The mast and boom, in carbon/epoxy are manufactured in-house by the Sunreef teams. The hulls' naval architecture is classical; the full, almost circular, hull sections are intended to tolerate load variations, but the forward sections are slim and the counters are completely coherent. The keels have a low aspect ratio, to reduce the draft, while ensuring stability when beached.

The bridge deck has a lot of overlap; it is quite low and the protrusions in the hull occupy part of the tunnel, to offer a maximum amount of internal space, which may lead to parasitic impacts. Optimisation of the scantlings of future models will favour a significant weight saving, of more than two tonnes, to improve the flow at this level.

#### A STRONG FOUNDATION

Since it was founded, Sunreef Yachts' standing has grown, and it has now launched more than 90 boats between 18 and 36 metres (60 and 120 feet). The success of this industrial venture is in no small way thanks to the enterprising personality of its founder, Francis Lapp, and his ambitious vision of custom and semi-custom catamarans, not to mention a committed marketing strategy and great home base from which to build the yachts.

A talented manager, Lapp has recruited and brought together young and dynamic team members in all manner of areas – from marketing and communications, to design and technical departments – which optimise the company's reactivity to customers' requests, and the expertise to meet the demands of customisation.

A new 25,000-square-metre factory can house boats of up to 50 metres in length with a 300-tonne floating dock to take care of the launches. Out of the company's 400 workers, 340 are involved in the yachts' production, 30 carry out research and development, and 30-year-old Frenchman Thomas Serré leads the in-house architecture department.

#### MADE-TO-MEASURE YACHTS

Sunreef's mission is to build custom multihull yachts, and the Polish builder seems to have established a sound reputation among wealthy leisure yacht owners. The yard is now capable of offering completely innovative designs or turning owners' dreams into reality, expressing them through creative design and artistic finishing. Take, for example, the use of splendid sliced bamboo decoration on *CHE*, which enhances the impressive interior architecture, and demonstrates the skills of the Gdansk craftsmen. The size of these giants reveals complex challenges, which appeared unsurmountable not so long ago. That the yachts pass up to the rigorous standards of the inspectors from the MCA and Bureau Veritas is testament to Sunreef's team.

#### SUNREEF DEBUT AT SCIBS 2017

Sunreef Yachts and Vicsail are proud to debut S/Y *In the Wind*, the first Sunreef to be displayed at an Australian boat show. The sailing catamaran will be available for inspection during the Sanctuary Cove International Boat Show at the Vicsail / Sunreef Yacht stand, booth E28.



**“THIS BOAT AIMS FOR A COMPROMISE BETWEEN ECONOMICAL CONSUMPTION, RESPECTABLE SPEED AND GREAT COMFORT.”**

THOMAS SERRÉ, SUNREEF ARCHITECT

#### TAKING A TOUR

The optional engines – twin 110hp Yanmars – are readily accessible for day-to-day maintenance as well as something more complex. The same goes for the generator, housed in the starboard engine compartment. The circuits for water, engine cooling and fuel (with diesel centrifuge) positioned on the bulkhead have also been logically fitted. Grey technical bilge paint and coded marking of the functions would be a beneficial addition. Stowage for the batteries and the air conditioning system is sensibly grouped together in the central locker at the mast foot.

The main feature of the yacht is the cockpit-lounge-flybridge-saloon-galley unit. The care dedicated to the fluidity of the relationship between these four spots is a highlight of the 60 LOFT. Dinners will be eaten in the loggia, which acts as a welcoming, protected terrace, predisposed to convivial or romantic evenings. We tested the judicious dinghy management system (without davits): returning from a diving trip or the market will no longer be a feat of acrobatics.

The flybridge area offers a unique, perfectly safe viewpoint, with an upper saloon-sunbathing area, the helm and the control line jammers.

The four cabins on this private owner's version are all enviable and superbly equipped, with air conditioning, TV and DVD player; the owner's studio is the largest of the cabins. The Japanese-style decoration draws on the contrasts in the light tints of the floors, the deep shades of the wenge decoration and the red alcantara. The tasteful decor is supported by attractive joinery and an unquestionable build quality.

#### ON THE WATER

Our test version was equipped with sizeable 110hp engines (shaft transmission), a generous amount of power ideally suited to the boat's mixed program. She had a cruising speed of 8.5 knots, but the bow thrusters appeared to be essential for pivoting in tight spaces. Generator operation is discreet, and not noticeable; the engines are as quiet as possible, and don't generate unpleasant noise or vibrations. Their operation is imperceptible on the flybridge.

Installation of two wind generators on the bimini is a step in the right direction. The big battery of control line jammers on the top of the coachhouse is carefully organised to distribute the pendants, halyards and sheets to the electric winches ad hoc. The low friction winches are all assigned to reassuring stand-up or pivoting blocks (Harken), taking into account the forces in play. Lines are stowed in voluminous bosun's lockers, but the Perspex lids are not attached. The superb 23-metre carbon mast without spreaders (cap shrouds – lower shrouds) is of ample size (as is the canoe boom) and supported forward by two forestays equipped with furlers (genoa and staysail). The asymmetric or the gennaker are set on the bowsprit, which is integral with the compression strut.

As always aboard these big boats, it is advisable to manoeuvre methodically and with anticipation, but sail handling is easy and the visibility is perfect. The mainsail is equipped with a preventer line which controls the leech when the sail is 'opened' wide. The foresails offer the usual ease of the cutter rig, and hoisting the spinnaker in its snuffer only needs two people.

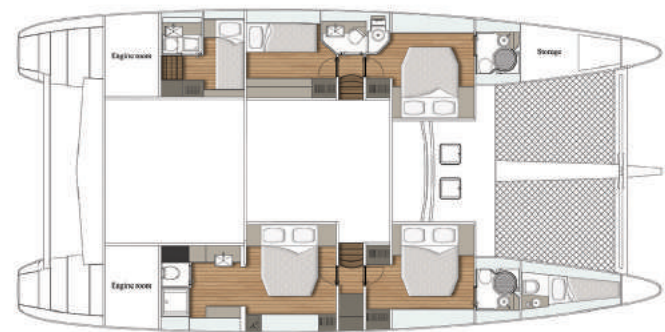
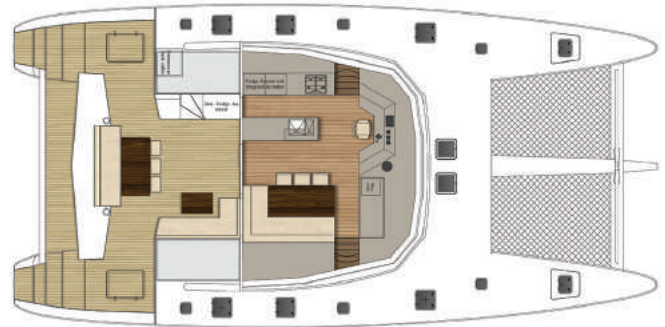
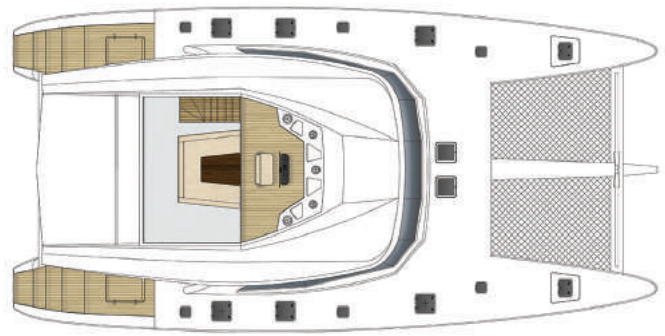
The 60 LOFT is a real sailing boat; it moves well in light and moderate weather. We immediately reached seven to eight knots in 12 knots of wind on a broad reach, and nine knots with 14 knots of true wind on the beam. It will sail to windward if necessary and is capable of long delivery trips or ocean crossings, as long as it is not too heavily laden. In strong winds, speeds of 10 to 12 knots are common; expectations of higher speeds do not correspond to the boat's program, even though several 62-footers have jammed their speedo at 22 knots on instantaneous speed.

#### FEELS LIKE HOME

With space like this, it's easy to see why multihulls such as the new Sunreef 60 LOFT get such a devoted following of owners.



BUILDER	Sunreef Yachts
MODEL	Sunreef 60 LOFT
COUNTRY OF BUILD	Poland
NAVAL ARCHITECT	Sunreef Yachts
INTERIOR DESIGNER	Sunreef Yachts
YEAR OF BUILD	2011
LENGTH OVERALL	18.28 metres
WATERLINE LENGTH	18.16 metres
BEAM	9.23 metres
DRAFT	1.75 metres
DISPLACEMENT	32 tonnes
HULL CONSTRUCTION	Composite
CLASSIFICATION	CE Cat. A, MCA Cat. 2, BV certified
ENGINES	2 x 110hp
OUTPUT	24V
PROPELLERS	Two Verifold 3-blade folding propellers 22" x 15"
GEAR BOX	Kanzaki KMH4A
SPEED (MAX)	10.5kn
SPEED (CRUISE)	6.8kn
FUEL CAPACITY	2 x 900 litres
RANGE	Unlimited on sails, around 1,400nm on engines
FRESHWATER CAPACITY	2 x 390 litres
BLACKWATER CAPACITY	2 x 88 litres
GENERATORS	20kW Kohler
GENSET SIZE	20kW Kohler
BOW THRUSTERS	2 x Max Power type CT225 composite tunnel
WINCHES	3 Harken electrical winches, 2 manual
ANCHORING SYSTEMS	48kg CQR, Regal 2000DX 24V electric windlass
NAVIGATION ELECTRONICS	Raymarine gS series
DEPTH SOUNDER	Raymarine
UNDRWATER LIGHTS	4 SeaVision Xenon
RADIOS	Raymarine
ENTERTAINMENT SYSTEMS (TV AUDIO)	Samsung 40" (saloon), Harman Kardon home cinema Hi-Fi, 4 x Samsung 20"
GALLEY APPLIANCES	Samsung refrigerator/freezer, Ariston-Hotpoint oven, Siemens cooker, Gorenje cooker hood, Whirlpool dishwasher, Baumatic wine cooler, Samsung microwave, Vittrifigo ice maker
GUEST BERTHS	8
CREW	3
MAXIMUM PEOPLE ON BOARD	12 including crew
PRICE	AU\$1,512,000



#### FROM THE DESIGN TEAM

"We haven't tried to create a particularly fast hull, but rather retained the versatility in all circumstances and load conditions. The hull does not have too much rocker (curve), just enough to be able to tack well. The keels are not very deep, to allow access to anchorages close to the beach, without losing much efficiency. The round sections limit the amount the boat sinks into the water, and the wetted surface area, when loaded, allows good performance in light weather. The forefoot and the transom are slightly immersed to combat the start of pitching and improve performance under power. This boat aims for a compromise between economical consumption, respectable speed and great comfort." *Thomas Serré, The Sunreef 60 LOFT's Architect*

#### CONCLUSION

With the 60 LOFT, Sunreef appears to have hit the nail on the head. It is very comfortable, can be fitted out to its owner's tastes and its use can be optimised through charter management, for which the builder offers a turnkey service. This choice allows the owner to have a skipper aboard, so he can enjoy the boat immediately. On charter, this convivial catamaran will be a success.

The pros: A relevant multihull concept; great build quality; and the quality of comforts you can expect on board.

The cons: Obligatory boat management; a low bridge deck; and the difference between basic and full option prices when choosing your specification. ○

[www.sunreef-yachts.com](http://www.sunreef-yachts.com)

[www.vicsail.com](http://www.vicsail.com)