

ASIA'S AWARD WINNING YACHTING LIFESTYLE MAGAZINE

YACHT *style*

THE TOP 100
SUPERYACHTS
OF ASIA-PACIFIC

10th
SPECIAL
ANNIVERSARY
ISSUE



NEW MODELS IN
CANNES & MONACO

SHIPYARD VISIT:
SUPER SANLORENZO

PROFILE: YPI CELEBRATES 45

SPORT FISHING: ASIA-PACIFIC ROUND UP

ANNOUNCING PHUKET RENDEZVOUS 2018
& THE CHRISTOFLE YACHT STYLE AWARDS

SANLORENZO 52STEEL



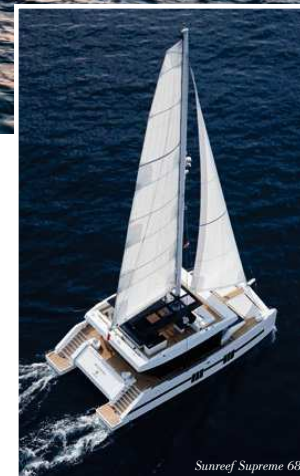
HONG KONG: HKD50
SINGAPORE: SGD12
MALAYSIA: MYR32
THAILAND: THB350
REST OF THE WORLD: USD12

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COVER
Sanlorenzo 52Steel
Seven Sins



SPACE STATION

With more than 3,000 sqft of space on a 68ft twin hull, this sailing catamaran is a great entertainment platform.

WORDS NIC BOYDE PHOTOS COURTESY OF SUNREEF YACHTS



Anticlockwise from above: flybridge (with not a curve in sight, except on the model); we are speaking about sailing version of the yacht and here is power cat; dining space



Sunreef yacht have achieved surprising chartering success in Singapore with their 21m power sailing catamaran: Eagle Wings is the first sailing unit within Sunreef Supreme 68 line - which is almost indistinguishable from its sister craft, the Sunreef 68 power catamaran (clue: the sailing version has a 23m mast on the roof). Internally there is little difference. Both have a little over 3,000 sqft of space (the power version has slightly more), and on a 21x10m boat that is a great deal of space.

The design approach taken for the passenger cabins is unusual. Most cats put the cabins in the (usually) narrow hulls, with the passengers sleeping fore-to-aft, the rest of the interior space being given over to saloon space. Not this baby.

The four double passenger cabins all have en-suite heads - the "master" cabin having a larger head and additional walk-through storage. The beds are elevated: they are actually over the water between the hulls, and passengers sleep sideways to the direction of movement. The cabin floor space is at the same level as the bottom of the companionways - and the companionways are wide enough to accommodate a chair-lift.

The engine rooms and crew accommodation are also encompassed within these twin hulls, as is the substantial garage (or "toy room" for owners who eschew the boring old tender and stick in a jetski and a RIB). The garage backs onto a huge lift-platform at the rear, flanked by two grand sweeping companionways leading up to the cockpit from the raised rear of each hull.



Clockwise from top: saloon - acres rather than square feet; games table and side opening doors; forward lounging area, mind the corners; accommodation



Left: foredeck.
Below: designed for space, not looks

SPECIFICATIONS (FOR SAILING VERSION)

Length: 20.45m / 67.1ft	Fuel: 2500l (660.43 US gal) - 5500l (1452.95 US gal)
Beam: 10.52m / 34.5ft	Water: 1,000 litres
Draught: 1.8m / 5.9ft	Engines: 2 x 110-240 HP
Complement: 4 double cabins	Naval Architecture: Sunreef Yachts
Crew: 2 crew berths	
Mainsail: 13.4.99m / 145.3ft	
Genoa: 96.99m / 104.4ft	

From the outside it looks like what it is: a great big slab-sided boat that delivers stacks of space. It is perfectly feasible to dine 16 - provided you have the furniture - in the main saloon. This enormous saloon could easily be larger: the cockpit, gangways and foredeck are very substantial too, and we haven't yet considered the flybridge with seating for 10, plus two at the helm, and a fridge to protect the cold drinks from the elements. The cockpit, unusually, is more of a communication space than somewhere to sit and read. It helps the saloon feel bigger, and the rear doors open across almost the whole width of the saloon. Side windows open too.

If you want the sailing version your engines are smaller (max 2x225hp vs 2x300hp) and the draught is deeper at a fathom, while the power version draws a little more than half this. The power cat has bigger fuel tanks (up to 7k litres vs 4.5k for the sailer), while the sailing version has a combined sail area of 2,500 sqft. That's quite a lot

of sail, and the mast isn't stepped to the bottom of the boat (That holy, spacious saloon). Instead the mast is stepped to a carbon-composite beam at flybridge floor-level. The power version's flybridge doesn't lose space to a mast, halyards or sheets; instead there are six sunpads beside the helm station.

The saloon is big enough to dine many more than the passenger complement of eight. The sailing and power Supreme are fully customised, so both types can successfully have galley up or down. The 'lost' passenger cabin is moved to the front of the saloon, becoming the master suite and taking up the full width. And the remaining saloon space could still dine 16! ☺

For more information:
www.sunreef-yachts.com



Sunreef Supreme 68 Power version.
This unit is not based in Singapore