

ASIA'S AWARD-WINNING YACHTING LIFESTYLE MAGAZINE

YACHTING

STYLING

**MAJESTIC
MULTIHULLS**
TODAY'S CHOICES,
SAIL TO POWER

CATAMARAN SPECIAL:

AQUILA, BALI, FONTAINE PAJOT,
LAGOON, LEOPARD, SUNREEF

REVIEWS: PRINCESS, AZIMUT, DREAMLINE

PROFILE: EDWIN HO **OWNER:** NADZMI SALLEH

LEADER: HERVE GASTINEL, CEO, BENETEAU GROUP

CHINA FOCUS: GREATER BAY AREA

SAILING SPIRIT: ROLEX AND YACHTING

ISSUE 47

HONG KONG: HKD80
SINGAPORE: SGD12
MALAYSIA: MYR32
THAILAND: THB350
REST OF THE WORLD: USD12





An impressive Lagoon line-up
in Puerto Galera, Philippines

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RISE OF THE CATAMARANS

When the first-ever Lagoon Seventy7 participated in this year's Lagoon Escapade Philippines (see Events), it was a reminder that Asia is a hotbed for catamarans. *Abby Grace*, the first unit of the French brand's enormous sailing flagship, was among 11 Lagoons and several other yachts that cruised to Puerto Galera for the second edition of an event that reminds us why we love being on the water.

A couple of years ago, the Seventy7 and similarly sized Seventy8 powercat – big leaps from the brand's previous flagships – opened up the top end of the cruising catamaran market, but it seems as though 'build it and they will come'. Sunreef then launched its 80 sailing cat last year and the Polish builder will follow up with its 80 Power at Cannes this September.

Certainly, superyacht-scale multihulls are alive and well, including in Asia, where another Seventy7 stopped in Singapore in April on its way to China.

At the other end of the scale, Aquila debuted its smallest model, a 32, earlier this year as it continues to expand its range of powercats built in China. In fact, motor yachts are arguably the most exciting development in catamarans, still offering the great two-hull benefits – space, stability and fuel economy (although not quite as fuel efficient as sailing).

France's Fountaine Pajot strengthened its motoryachts range this year with the world premiere of the MY40 at Boot Dusseldorf, before bringing her and an *Alegria 67* to Singapore, where photographs taken of the new powercat feature in our Review this issue.

And hats off to its flagship *Alegria 67*, which debuted in Cannes last September and won accolades at January's Christoffe Yacht Style Awards in Thailand and the International Multihull Boat Show in France in late April – before securing a place on the cover of this issue of *Yacht Style*!

Also from France, Catana is another leading cat builder and a new Bali 4.3 MY powercat that premiered at La Grande Motte in late April is on its way to the Philippines, which is proving a real cruising hub for cats.

South Africa's Leopard is another popular global brand with a strong mix of both power and sail models, and a growing presence in Asia. With more brands entering the catamaran market in Asia – Dufour has started, Beneteau Group's Excess is coming soon – buyers are really spoiled for choice.

In fact, the extra production capacity required to cope with demand for Lagoon and, in time, Excess models has meant that the production of Beneteau Group's CNB sailing yachts will be moved to Monte Carlo Yachts' base in Italy, freeing up more cat-building space at the Construction Navale Bordeaux (CNB) shipyard.

There's plenty of catamaran content in this multihulls issue, including a profile of multiple cat owner Nadzmi Salleh, the Malaysian father of six who emphasised that his yacht's low consumption helps him stay in love with boating, unlike some of his friends who have been burnt out by fuel costs.

Starship Yachts' Edwin Ho and his family history are also profiled in this issue, while Malaysia's Dr Achier Chung opens up about her award-winning, TV-starring work protecting the Sugud Islands Marine Conservation Area off Sabah's east coast.

There's also an overview of the potential benefits for yacht owners, marine tourism and the boatbuilding industry offered by plans for the Greater Bay Area in southern China, as well as news and reviews about many of the amazing new yachts available today, many already in Asia, plus where you can go with them.

On that note, *Yacht Style* Issue 48, out in July, will be our annual 'Charter Issue' with a colourful range of content on where and what you can charter in Asia, and at what price.

We hope you continue to enjoy reading *Yacht Style* in print or in digital on Magzter, and follow our content on Luxuo.com and our Instagram account ([yacht.style](https://www.instagram.com/yacht.style)) – 45,000 followers and counting.

In the meantime, enjoy this issue! ☺

John Higginson, Managing Editor, *Yacht Style*

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SUNREEF POWERS UP WITH 80

Polish builder Sunreef will stage the world premieres of its new 80 powercat and 70 sailing catamaran at September's Cannes Yachting Festival.

The 80 Sunreef Power will make its international debut at this year's Cannes Yachting Festival from September 10-15, a year after the world premiere of the Sunreef 80 sailing catamaran at the same show by the Polish builder.

The beam of the 23.95m (78ft 7in) powercat is almost exactly half its length, at 12m (39ft 4in), and offers very large interior spaces that can be customised by the luxury catamaran builder. The model offers a huge range of options for a bespoke layout and décor, as well as hull colours.

The exterior includes bold, contemporary hull styling and high bulwarks, while other features include classic stainless steel portlights, teak sole decks and subtle ambient lighting. Designed for long-range cruising, the yacht is fitted with twin 1,200hp engines, while the massive garage combined and aft platform combine to accommodate a dinghy, jetski and numerous other water toys.

Accessible from the saloon, the full-beam bow terrace is a vast, soothing retreat with great space for sunning and lounging, while the immense flybridge offers enough breadth to house a spa pool, a wet bar and generous seating all around.

One of the most exciting layout options is to have the master suite in the bow section of the main deck, with direct access to the forward terrace. Lit naturally by skylight glazing, the suite has a forward-facing double bed, bathroom with walk-in shower, dressing area and desk. The same space can also be used for a large lounge with ample seating and access to the foredeck.

The saloon opens onto the aft cockpit to combine the yacht's interior with the outdoor social areas, where more seating is available along with a wet bar. The fully customisable saloon houses an elevated interior navigation station and can also accommodate a large open galley, depending on the chosen layout.

The large volumes in the hulls give plenty of options for layouts and numbers of guest cabins, while the crew quarters and galley can be accessed from the cockpit for more guest privacy.

The Polish yard also added to its new-look sailing catamaran range with the launch of the first Sunreef 50, which joins the 60 and 80 models premiered at Cannes last year. The first 50 has a three-cabin layout adapted to the owner's plans, which include a worldwide cruise with six guests and two crew members on board.

The 50ft model has a 30ft beam and 167sqm of living space including alfresco social areas in the bow terrace, flybridge and aft cockpit. The yacht offers easy handling and great sailing capability, as well as two 80hp engines and 1,000-litre fuel capacity.

The first Sunreef 70 sailing catamaran will complete the new-generation quartet when the first unit is launched later this year ahead of its world premiere at Cannes. ☺

www.sunreef-yachts.com



The 80 Sunreef Power (top and middle) offers large spaces and multiple layout options; the Sunreef 50 is the third model in a new range of sailing catamarans



MULTIPLE CHOICE

Now is a great time to choose a new catamaran due to the vast array of models on the market, with sailing models becoming larger and more luxurious – sometimes sportier – and powercats quickly growing in popularity.

WORDS KEVIN GREEN



The Bali 5.4 (facing page) won 2019 Multihull of the Year (40-50ft), while powercats like the new Fountain Pajot MY40 (above) are proving increasingly popular



As if sailing catamarans weren't gaining enough market share, power catamarans are now proliferating and offer today's buyer a wide choice from entry-level boats to mini superyachts, all featuring those key catamaran features of spaciousness and fuel frugality.

Spaciousness can mean three levels of living spaces if a flybridge model is chosen, while hull specialisation in powercats means these boats are increasing in efficiencies, with some models offering semi-displacement modes for higher performance.

For sailing catamarans, a significant trend is the increasing performance of cruising boats, as witnessed by the world's largest builder – Groupe Beneteau – bringing out its new Excess brand.

For speedsters, developments in foils dominate the high-performance boats while increasingly automated systems allow bigger multihulls to be managed by fewer people, even down to an experienced couple who want the luxury of a floating apartment without the fuel bills or loss of privacy that crew bring.

The headliners among the big sailing cats launched over the last year include the stylish Sunreef 80 from Poland that I enjoyed helming along the Riviera, the truly glamorous Alegria 67 from French builder Fountain Pajot, and the fast McConaghy MC60 from the renowned Australian-owned builder with a big production facility in China.

Another major development is Excess, an entirely new catamaran line from Groupe Beneteau designed by VPLP (Van Peteghem, Lauriot-Prevost).

Intended as a sportier version of market leader Lagoon, the new brand will debut at this year's Cannes Yachting Festival in September with the Excess 12 (38ft) and Excess 15 (48ft), to be followed by the 11, 13 and 14 models.

So, it was interesting to meet up with the prolific design duo, Marc Van Peteghem and Vincent Lauriot-Prevost, to discuss the multihull scene and specifically their Excess designs.

"Most catamarans are centred around being comfortable, while there are also extreme-performance versions, so we conceived Excess as being in the middle ground between them," Van Peteghem told me at the International Multihull Boat Show at La Grande Motte in late April.

SHOWBOATING

Boat shows are an ideal place to explore new vessels and quiz their builders, so the Singapore Yacht Show in April and the big European ones are good indicators of where the market is heading.

The beating pulse of multihulls is most acutely felt at the sector's largest show at La Grande Motte, near Montpellier on the south coast of France. It's an event I attend annually to meet with designers, builders and buyers.

This is ground zero for the multihull industry which France dominates, representing 75 per cent of the global market, with about 850-900 boats annually from giants Lagoon, Fountain Pajot, Catana (Bali) and others. Only South Africa's Robertson and Caine, builder of Leopard catamarans, is a serious contender, although China-based Aquila is now building almost 100 powercats a year.

This year the Bali 4.3 MY power catamaran was among the premieres at La Grande Motte, where her bigger sister, the 5.4, was crowned 2019 Multihull of the Year (40-50ft). Having sailed the Bali 5.4 for 400 miles during a delivery last year, I found it a comfortable and functional boat with the brand's renewed emphasis on performance proving successful.

Another winner was the 40 Open Sunreef Power that took out the



This year's International Multihull Boat Show at La Grande Motte enjoyed gorgeous weather and again proved a must-visit for catamaran fans

power catamaran award. Inspecting Sunreef's brand-new 60 sailing cat at La Grande Motte again confirmed for me the high standard of finish and engineering on these Polish-built yachts, which have also made good headway in Asia.

Interestingly, Multihull of the Year (under 40ft) was the niche sailing trimaran from Danish builder Dragonfly with its redesigned 32 model. Given that trimarans are the fastest vessels on the planet, the 32 is an ideal starter boat for those with a need for speed.

Powercats are a definite hit with the global buyer and Fountaine Pajot's new MY40 – launched at Boot Dusseldorf in January – earned a lot of attention in Singapore as it has four large cabins and a flybridge, backed by the builder's vast experience in building powercats that few yards can match.

The brand's new 45 sailing catamaran will make its world debut at Cannes this year and feature a semi-flybridge that ensures the steerer is secure yet creates a third level of lounging space when at anchor.

Conventional diesel power will end one day, so renewable energy, and hybrid power, as found on the Silent 55 that also made its Asia debut in Singapore is leading this trend. Having sailed several of these Silent models over the years, I've witnessed the development in lithium-ion battery technology and massive increase in solar-cell efficiencies shown on these Austrian-built boats.

A Lagoon Seventy7 sailing catamaran was even on display in Singapore on its way to China, two years after the model's first-ever hull made its way to its owner in the Philippines, confirming that Asia has a big appetite for the larger models.

Gossip on the marinas is that Lagoon's 630 powercat will be replaced by a new 60, which, given the strong fan base of the former, should interest those who enjoy superyacht features at production prices.

MAKING A BIG SPLASH

The Sunreef 80 that dominated the multihull display at Cannes last year ticks many boxes for a sailing catamaran and I found it an interesting boat to take to sea. All navigation takes place on the flybridge, electric winches ensure the large sail area is manageable and twin helms let the steerer see across the vast foredeck.

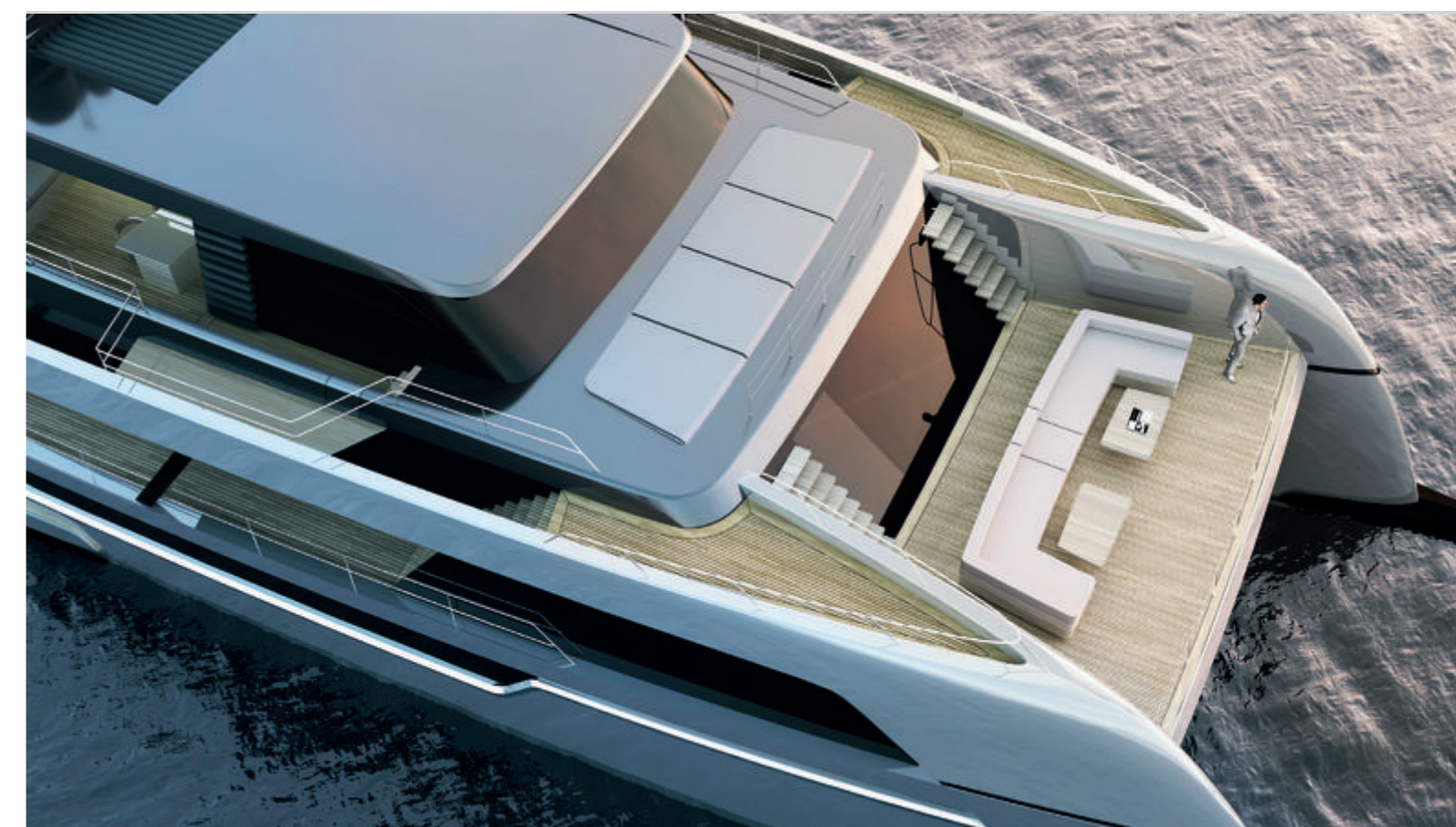
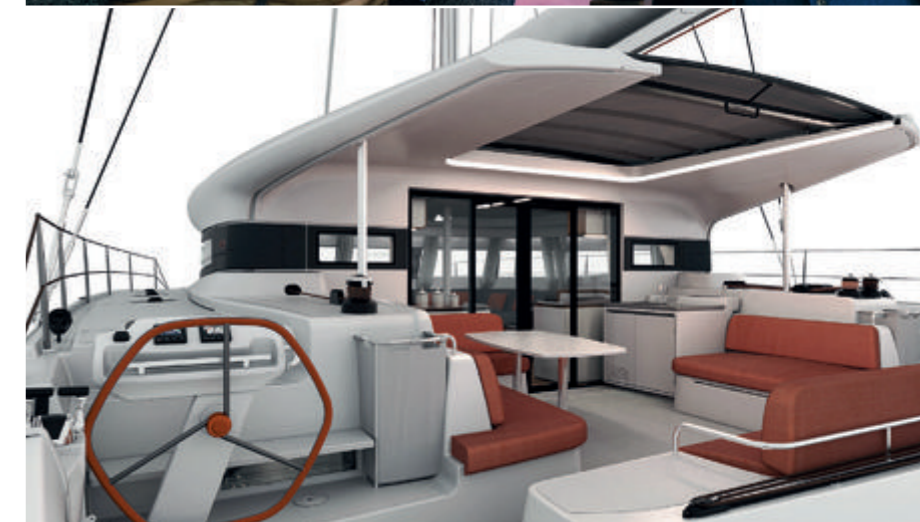
The saloon is devoted to entertaining as the galley and crew quarters are below in the aft part of the port hull. Opposite, to increase privacy, the owner's suite shares the starboard hull with a forward guest cabin, with a third double in the port hull.

Customisation is a key selling point for Sunreef, so owners can specify their own décor and an alternative layout with galley upstairs. The aft deck is sheltered by the flybridge overhang with wide steps leading to the water on each hull, while the bow area is another voluminous lounging space.

Auxiliary power comes from two 225hp engines plus bow thruster and optional tankage (6,000 litres), which make the 80 ideal both for bluewater sailors and shoreside entertainers. In light winds, I alternated between both headsails and full main to push the big cat along. All lines ran easily and the only reason to leave the flybridge was to trim the genoa, which was at deck level.

She felt and looked like a superyacht and there's more to look forward to as its sister ship, the 80 Sunreef Power, will debut at Cannes this September. It shows a much sleeker profile than earlier models and will have an immense flybridge for elevated navigation and a lounge with spa pool.

Sunreef has also revealed a concept for a 120ft power catamaran, which has been designed in-house to meet the growing interest for multihulls in the superyacht segment. Inspired by the supercar industry, the lines of the 120 Sunreef Power are both elegant and sporty, with numerous chrome elements and LED accents.



The 120 from Polish builder Sunreef is a grand concept; Vincent Lauriot-Prevost and Marc Van Peteghem (top) say their designs for Excess (middle) focus on "sensation"



China's HH Catamarans was among exhibitors at La Grande Motte in late April



A "floating five-star hotel", Fountaine Pajot's flagship Alegria 67 won 2019 Multihull of the Year (over 50ft) and was also a winner at January's Christofle Yacht Style Awards

Not to be outdone, Fountaine Pajot had its own new *grand bateau* at La Grande Motte, showing an Alegria 67 after the model made its Asia debut at Singapore earlier in the month.

"We wanted to build a floating five-star hotel," Helene de Fontainieut told me as we walked around her company's flagship catamaran.

They have succeeded, especially when you consider the jacuzzi on the vast bow cockpit and the highly functional flybridge navigation area with twin helms and lounge. The 63-footer is ideal as a crewed vessel because of a commercial-standard galley in the hulls and the dedicated entertaining space in the saloon. Good news for petrol heads is that she comes in a powercat version as well, with twin 300hp shaft drives.

OUT OF ASIA

Multihulls are built across many parts of Southeast Asia and China. Among yards in Thailand, Stealth Cats brought out its first carbon-hulled catamaran last year, while Bakri Cono builds Heliotrope powercats, delivering a 48 to a corporate client in Hong Kong in February.

Among the prominent Chinese builders are Aquila, HH Catamarans (part of the Hudson Yacht Group) and McConaghy in Pingsha, west of Macau, which is developing a sleek power version of the MC60 that debuted at Cannes last September.

Named 59P, it's an ultra-light boat with the same loft-style layout of the sailing version, with a top speed of 26 knots from twin 370hps. This is another creation from the pen of young English designer Jason Kerr, better known for his race boats.

In Xiamen, HH Catamarans continues to create elegant

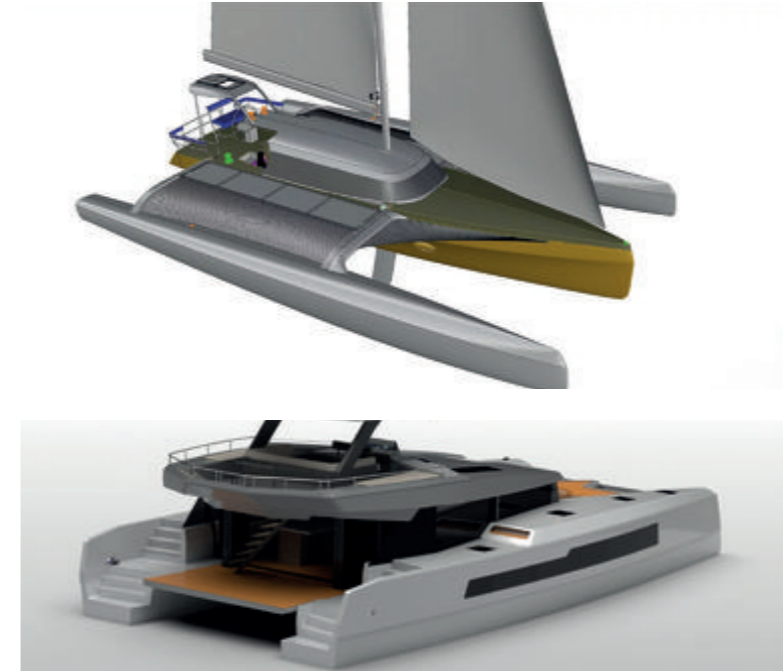
performance boats to rival the Gunboats made in Europe. In La Grande Motte, I met with company spokesperson Tin Lan Huang to discuss the yard's upcoming sailing catamaran, the HH50, which has outboard helm stations for a sporty feel, while curved daggerboards create lift and enhanced windward capabilities.

Interestingly, both carbon and e-glass GRP is available for the build. A new 56 powercat concept is also on the drawing board, penned by Gino Morrelli and Pete Melvin of US-based Morrelli and Melvin.

China's Aquila had impressed me when I did a sea trial on its 44 powercat, which sported pioneering bulbed bows and a quality finished interior. The model is now also available in a four-cabin version, a design first developed for a customer in Europe last year.



The Sunreef 80 was the king of cats at Cannes last year



From Vietnam, Seawind's models include the stylish Reichel Pugh-designed 1600 (right), while Triac is producing the Rapido 50 trimaran (top left); China-based McConaghy is working on a 59P powercat (bottom left)

Aquila powercats are built in Hangzhou at the Sino Eagle Shipyard, which has experience of building Leopard catamarans and the Sunsail 38 models. US-based MarineMax approached the yard in 2011 to build the Aquila range of power catamarans, which also includes 48 and 36 models.

Launched at the Miami International Boat Show in February, Aquila's latest model is the versatile 32, a semi-open design with a forward double cabin and a swim platform that wraps around the outboard engines, with a hydraulic lifting version available. Ideal for water sports, the 32 reflects a growing trend for the simpler power of outboard engines, which are more cost-effective and easily maintained and replaced.

Vietnam's Seawind, based in Ho Chi Minh City, has launched

several new models recently including the stylish Reichel Pugh-designed 1600. This is a powerful performance-cruiser with a high level of detailed finish, as I found during a recent sail test.

Seawind's other recent models include the 1260 blue-water cruiser and the yard's first daggerboard model, the 1190. Daggerboards allow catamarans to have much more windward abilities, a key weakness of most cruising models that have stubby little mini keels integrated into each hull.

Also in Vietnam, Triac Composites has sought to solve the width problem of multihulls with its new Rapido 50 trimaran. Trimarans are the world's fastest yachts, but the downside is inside space and berthing, so new approaches to both of these areas are welcome.

Triac boss Paul Koch, the renowned trimaran specialist who



Built in China, Aquila's range of power catamarans now includes the 32, which has a swim platform that wraps around the outboards



Fantastic living space is the reason cruising catamarans sell so well, as seen here on the Lagoon 46 unveiled in 2019

co-founded the company, engaged Morrelli and Melvin to create this oceangoing sailing yacht that has folding amas (floats).

It's a smaller version of the conventional R60, yet the R50 can narrow to half of its beam (10.38m down to 5.5m) to drastically reduce marina berthing costs. A similar design to the Danish-made Dragonfly, these boats offer performance with four comfortable berths.

"We beat a TP52 to windward during Hamilton Island Race Week last year, which shows the capabilities of our trimarans," said Koch, who has been based in the region for over a decade and whose yard recently delivered a cat to a Hong Kong resident.

MIDDLEWEIGHTS

Production cruising boats in the 40-50ft range is the bulk of the catamaran market, with buyers flocking from monohulls and gas-guzzling powerboats.

Lagoon remains the market leader and it showed its 46 sailing catamaran at La Grande Motte, three months after its world debut

indoors at Boot Dusseldorf, where it marked the first new model from the company for 16 months. It's likely to prove very popular, especially as it's an upgrade of the iconic 450, one of Lagoon's best-selling models.

The Bali catamarans from the Catana shipyard in France are also leading contenders in this market. Among them is the flagship 5.4, a 55ft sailing cat with strong performance. For 2019, the 4.3 MY power catamaran gives more of the same – three huge living areas and frugal consumption while reaching double-digit speeds on comfortable double hulls.

Nautitech is another prolific French company with a long history in catamarans, so it was good to meet new boss Gildas Le Masson, a former Beneteau manager, who is determined to shake up the Rochefort builder. "My main priority this year is revamping our Nautitech 46 to launch at Cannes and increasing production from 75 to 100 boats," he told me.

Another excellent boat I enjoyed sailing was Fountaine Pajot's Astrea 42, while the Dufour 48 is an surprising new contender as



The Lagoon 46 (left) replaces the iconic 450, while the Bali 4.3 MY (right) was among premieres at La Grand Motte in late April



Dufour's first catamaran was created with Felci Yacht Design, while Nautitech debuted its 47 powercat at Dusseldorf last year

it's from traditional monohull builder Dufour, recently bought by Fountaine Pajot.

I walked through this spacious Dufour 48 and the key attributes include a large flybridge for navigation, allowing the open-plan saloon to be devoted to relaxation, while an extensive sailplan includes a Code 0 and a self-tacking jib for easy sailing. The owner's version uses the entire port hull with two guest cabins, while a four-cabin layout is also available.

Michael Dufour, founder of the La Rochelle-based builder, created the new catamaran, which is aimed at the premium end of the market and will be built in relatively small numbers. Dufour could even prove a complementary 'premium marque' to Fountaine Pajot's production-orientated range.

Another quality French builder is Privilege Marine, which recently launched a 45ft powercat that has the sun protection combined with performance that's ideal for Asian waters. The boat I went aboard showed excellent workmanship and upgraded 320hp engines that powered it to a top speed of 22 knots, with a cruising speed of 15 knots, which should give a range of 250nm. Accommodation comprises four cabins, while the large flybridge is for relaxation and navigation.

Meanwhile, La Grande Motte hosted the world premiere of the Serie 5 hybrid catamaran powered by twin 50kw Torqueedo Deep Blue Hybrid electric motors, which store energy in BMW lithium-ion batteries.

Leopard has certainly not sat still as it bids to retain its number

three status, behind Lagoon and Fountaine Pajot. These South African-built boats ooze practicalities as many are destined for the charter market so have to be resilient. The 43 PC powercat is an ideal entry boat that can plane and impressed me during sea trails last year, given its semi-displacement performance (23-knot top speed) and vast flybridge.

Equally, the larger 51 PC that I also motored last year is a grander version with vast relaxing space, yet not beyond the capability of a husband-and-wife team, given the inherent handling abilities of these boats. Engines far apart on each hull give great manoeuvrability in the confines of marinas.

A sturdily built boat, reflecting the fact many are used for charter, the 51 PC is a semi-displacement hull, allowing fast passage making with double-digit speeds. Unlike equivalent monohulls, they don't require huge engines. This Leopard can do about 22 knots while its twin 370hp Yanmars consume a modest 100 lph.

After the world premiere of the Leopard 50 sailing cat at La Grande Motte last year, the model had its Asia premiere in Thailand in July and is already the company's best-selling model. For 2019, the company has revamped its 45, a boat I found to have much better performance than previous models and which now comes with larger cockpits and improved interiors, with many of these changes based on feedback from charters and owners.

As I said, the time is right and the choices multiple, so good luck while making yours. ✂



The Leopard 50 from South Africa won Best Multihull Sailing Yacht in Asia (under 15m) at this year's Christoffe Yacht Style Awards, having made its Asia premiere in Thailand last July



OCA

THE HOUSE THAT SUNREEF BUILT

The Sunreef 60 sailing catamaran Oca proves home is where the yacht is.

WORDS RISA MERL PHOTOS SUNREEF YACHTS



The Sunreef 60 fits in with the 50, 70 and 80 in the Polish builder's new range of sailing catamarans

In the Brazilian tribal language of Tupi-Guarani, *Oca* means house. It's an entirely fitting name for the fifth Sunreef 60 sailing catamaran, which was designed to be a comfortable home at sea for a young family with world-roaming ambitions.

The 18.3m cat with a 10.2m beam is a new breed conceived by the Polish builder to blend long-range cruising capabilities, high-performance sailing, luxurious amenities and comfortable accommodation for a family or charter guests.

The model slips into the builder's current range of sailing cats, above the 50 and below the 70 and 80. The latter was premiered with the first 60 at last September's Cannes Yachting Festival, revealing a new design ethos that's being rolled out across the entire Sailing Range.

The large cockpit offers access to the flybridge via an elegant semi-circular staircase



"The 60 follows the design guidelines of the whole range, which means having high bulwarks, a bow terrace, an aft platform, free-standing furniture. Only the proportions change as the size of the yacht changes," says Sunreef's interior designer Marta Kaszuba, who carried out the layout modifications and interior design on *Oca*.

The interiors blend seamlessly with the outside, the aft glass doors sliding back to open up an enormous indoor-outdoor living area. "The aft platform, aft cockpit and saloon are flush, creating one enormous space," she says.

Oca also has more than a few amenities that you won't usually find on a 60ft sailboat, such as a foredeck lounge and jacuzzi up on the flybridge.

Doors slide open to turn the saloon and cockpit into one connected, covered area



FRONT LOUNGE

The 60 is also the smallest Sunreef yet to have a bow terrace, a tranquil space found just forward of the pilothouse with an L-shaped settee to starboard and flanked by two sunpads. This lounge area is the ideal height to enjoy the views as you cruise, but it's lowered for protection from sea-spray and a sense of privacy.

You can access it from the side decks, but the terrace is best accessed directly from the saloon, with a door leading out to the foredeck. When this forward door and aft glass doors are all open, the main deck is transformed into one glorious open-air living room, inviting in the breeze and allowing easy movement.

"Starting with this range, the forward terrace will be on all Sunreef boats," says Aleksandra Chabros, Charter Manager for Sunreef Yachts Charter. "This has become a new norm and I keep hearing from charter clients, 'I only want a boat with the front lounge'."

The aft platform holds a 3m tender that can ferry five guests to shore. This platform is flush with the aft deck, so when the tender is launched the cockpit space is extended. Likewise, when the platform is lowered to the waterline, it connects between the dual staircases that lead up to the main deck and creates a wonderful beach club.

It's also the hub for watersports and *Oca* packs plenty in her toy box including Seabobs, kite-surfing equipment (the deckhand is a kite-surfing instructor) and an eFoil.

Sunreef is proud of its ability to offer clients truly customisable layouts, not merely options to choose between. As *Oca* is designed to go the distance, layout modifications include a laundry room in the port bow and a walk-in provision pantry attached to the crew quarters in the aft port hull. Other changes were made with safety in mind, such as choosing a white non-skid surface on the side decks instead of teak.

CRUISE AND CHARTER

This summer the yacht will be based in the south of France, Sardinia and Corsica, then in the winter will cross for the Caribbean season. The plan is to then start heading around the world, to Asia and the South Pacific.

The light decor and big windows around the superstructure create a bright, inviting interior, which also includes a door to the foredeck



The main lounge/dining area is to starboard, while the long galley is to port





The 60 is the smallest Sunreef yet to have a bow terrace, with an L-shaped settee to starboard flanked by two double sunpads (photo from Feel The Blue)

The owner is an avid yachtsman who plans to do some ocean crossings himself, yet he's also hired a very capable crew of three to look after *Oca* and her guests.

Captain Tristan Bataillard and chef Louise Dagger cut their teeth crewing on much larger yachts, but traded in their roles on a 60m motor yacht to manage the programme on a 60-footer, bringing a wealth of big-boat knowledge with them. Indeed, Dagger's cuisine is as good as or better than any found on yachts many times *Oca's* size.

The owners did their homework before selecting Sunreef, comparing a number of catamaran brands.

"Sunreef was not my first option when purchasing a new boat, but I have grown to like Sunreef more by the day," the owners say. "I strongly believe Sunreef has already become a game-changer in this niche market due to the high quality of product and service level."

Once the owners had decided on the yard, they heard about Sunreef Yachts Charter Management and an idea was sparked. They could put their yacht in the charter market, allowing charter guests to join when the family isn't on board, while the owners and guests alike could enjoy cruising in far-flung locations as the yacht made her way around the world.

HOMELY INTERIOR

The interior is certainly homely, but at the same time avoids the trap of being overly personal, as seen on many yachts used for both private cruising and charter. The owners worked closely with the Sunreef design team to create an interior that would be comfortable yet sophisticated.

The decor is a symphony of taupes, creams, whites and sandy tones, while colour drops in with a splash of baby blue and sky blue throw cushions. Each stateroom is defined by the colourful soft goods,

in either green, purple, blue or yellow. There's even a sense of the outside world being brought inside, a subtle beach motif without a hint of any seashell prints.

There are three staterooms in the starboard hull, two accessed via the forward stairwell and one aft, each with its own en-suite. The master takes over the port hull, and in total *Oca* can sleep eight guests. Future owners can choose an alternative cabin arrangement to suit their needs.

Materials are elegant and simple, such as the pearl beige oak floor and silver-grey oak furniture. The well-arranged saloon has an alabaster marble decorative wall, with clean white kitchen counters.

To starboard is a sofa and table, which can be raised for dining or lowered. Just behind the sofa is a raised settee, a bit like an indoor sunpad, which enjoys views out of the wraparound windows, an ideal place to curl up with a book.

A long central island dissects the saloon fore to aft, serving to both separate the galley and provide plenty of prep space for the chef. *Oca's* crew enjoys involving guests as much as possible, such as offering cooking lessons for the kids.

"Even if people want to help cook sometimes or make their own coffee, we accommodate them. We try to be a high standard, but we want people to feel at home," says the Captain.

BIG PERFORMER

On paper, 18.3m might not sound big, but what the Sunreef 60 lacks in length she more than makes up for in space with her hefty beam. Catamaran owners will attest, two hulls are certainly better than one, and the 60's volume is particularly impressive.

"Theoretically, it's a 60-footer. However, even compared to other catamarans, her volume is that of a 70-footer," Chabros says. "It's all



'Oca will cross for the Caribbean season, then the plan is to slowly start heading around the world, to Asia and the South Pacific.'

in the construction, since the hulls are higher and thinner, the saloon is higher, allowing the shipyard to create 225sqm of living space."

The design is also key to her performance attributes, explains the Captain. "Because of the thin hull and the high, narrow bow, she doesn't hit the waves but cuts through them, so you feel much less impact."

Bataillard piloted *Oca* on her 3,000nm shakedown cruise from Poland, with particularly rough weather in the Baltic Sea. "She fared fine," he says, noting a maximum speed of 10 knots when on beam reach with 15-20 knots of wind.

Her sail plan is ample, with a 112sqm mainsail, 90sqm genoa and 185sqm gennaker, while she can make seven knots with the twin 110hp engines.

In inclement weather, the Sunreef 60 can be piloted from inside, with a helm that has everything except the wheel, so the yacht can be controlled from here when on autopilot. The main helm station is up on the flybridge, which has a grill, dining table, sunpads, and – a truly rare find on a yacht this size – a jacuzzi with glass panels.

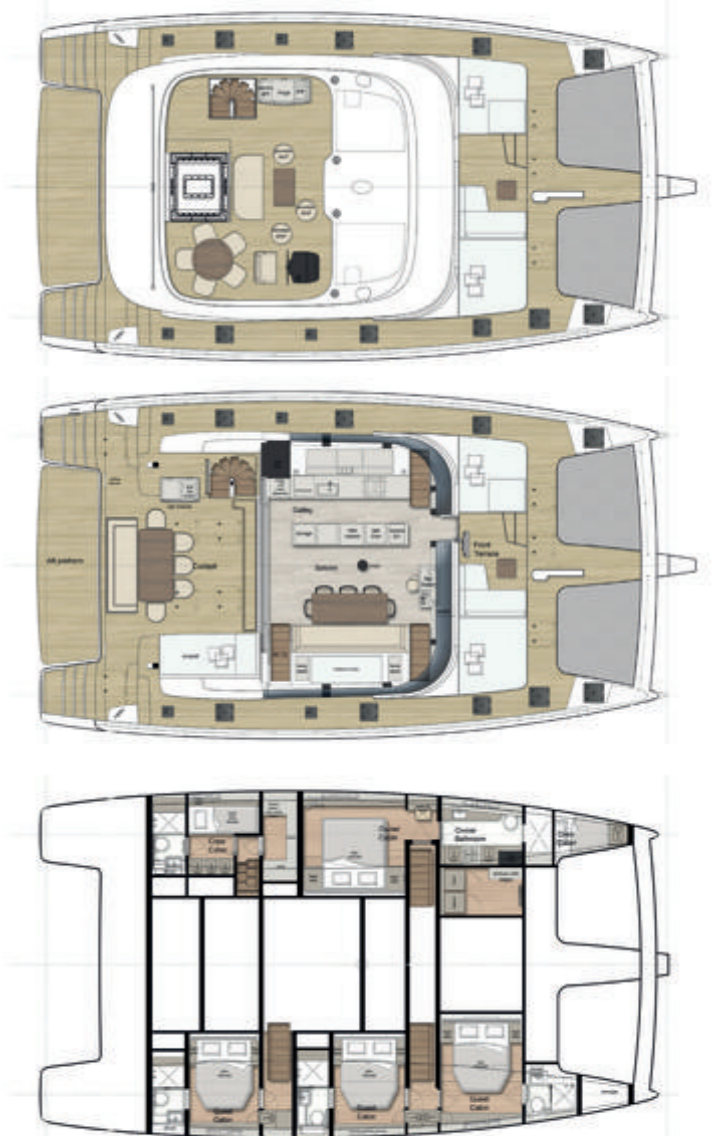
You can easily imagine *Oca* moored in a picturesque bay, the kids splashing around in the spa tub or snorkelling in the sea as their parents watch over them from a comfortable seat in their sophisticated, spacious and abundantly liveable home. ☼

www.sunreef-yachts.com



The master suite is in the port hull, with a double bed facing the window and a forward en-suite bathroom with his and hers sinks

DECKS & SPECS



Length overall
18.3m (60ft)
Maximum beam
10.2m (33ft 6in)
Fuel capacity
1,750 litres (460 US gal)

Water capacity
800 litres (211 US gallons)
Engines 2 x 110hp
Mainsail 112sqm (1200sqft)
Genoa 90sqm (968sqft)
Gennaker 185sqm (1991sqft)