

# YACHTS

EMIRATES

CRN 58M: J'ADE

## A CAREER MILESTONE

WHY J'ADE IS A DEFINING LAUNCH  
FOR CRN AND HER DESIGNER

### WIDE LOAD

SUNREEF'S 70 POWER  
IS NEW TO THE UAE,  
BUT SHE WON'T BE  
ALONE FOR LONG

### MARINE ELIXIR

SAFWA MARINE  
KNOWS HOW TO  
MAKE AN ENTRANCE

### FEATURED YACHTS:

CRN 58M | ROSSINAVI 46M | PERSHING 108

# SUNREEF 70 POWER WIDE LOAD

The Sunreef 70 Power that arrived in Dubai following a comprehensive refit with Safwa Marine in Abu Dhabi is an example of what makes these yachts so remarkably popular. Its also evidence of Sunreef's confidence in the local market.

By Shaun Ebelthite Images Courtesy Sunreef Yachts





**Walking down the pier adjacent to the Mina Seyahi Marina, I got my**

**An immense cockpit gives one the impression of boarding a much larger yacht**

first glimpse of Damrak II from an angle that was almost bow-on, making her seem much larger than she is. This impression was conveyed to even greater effect when I boarded via her retractable aft passerelle and stepped into a cockpit one would expect to find aboard a yacht of more than 100-feet. The large 320 sqm aft cockpit sports a generous dining table, wet bar and sun-lounging pad, while the wide transom steps and the dive platform will evidently make the whole aft section of the boat popular with guests. The design also allows easy launching and recovery of the tender. Standing at the vast aft glass doors to the salon, Sunreef Regional Sales Manager Pawel JacheD couldn't conceal his delight at my surprise. "Welcome aboard our little yacht," he says with ill-concealed pride. Pawel's feelings are natural, however. For years, indeed since sailing and power catamarans became popular for the

greater volume and stability they offer over a monohull, many have mocked them for their lack of style or grace. The benefits of a catamaran over a monohull are so many, that it seemed cat designers and builders didn't feel they needed to make any effort when it came to exterior styling. This is something Sunreef Yachts have taken into account and its given them a considerable edge over both cat and monohull yacht builders. "Lets be honest, most catamarans, whether they're powered or sailing, are ugly. But, our boats are beautiful," Pawel remarks. "I know this because almost every PWC or small boat that passes us stops and takes some pictures and they call us up on the radio and ask who we are, where the yacht was built. There's immediate interest from anyone who looks at the yacht." Indeed, the Sunreef 70 Power is an exceptionally sleek and balanced looking vessel, with lower and upper forward windows that give her a sense of size, but without the top-heavy appearance to which slimmer monohulls can be prone. The yacht also stands very high out of the water and features a tunnel between the hulls designed in such a way that, according to her captain, John Ray,

"there's only ever slamming in a really rough seaway." John speaks from experience as well. During a crossing of the Atlantic he took a 70-foot sailing Sunreef 70 through one of the worst storms he's ever encountered. "It was a Force II and we were right in the middle of it," Captain Ray told us, "and when we came into port in the Azures we saw how many people had really been knocked about. Some were dismayed and one guy we met in the laundry just had mountains of sodden clothing - he'd been knocked down several times and the interior of his brand new yacht was absolutely destroyed. It was really a near thing for him. When we met him he was still shacking from the shock of it all." At this point, Captain Ray smiles and looks around Damrak II's huge salon. "But, aboard our yacht we'd been aware of the power of the storm of course, but not to nearly that extent. It was actually quite comfortable. You only got a sense of the power of the storm when you opened the aft sliding doors to go out on deck." Even as he spoke the wake of a passing yacht rocked the pontoon and got a roll out of our larger neighbours, but not Damrak II. These yachts' wide beams make

**The sundeck features a Jacuzzi aft, but still finds room for a sunpad, PWC and davit**





I Debut



The owner's suite has fantastic views over the bow, not possible on a 70-foot monohull



I Debut

**The Sunreef 70 Power is nothing short of a show-stopper**

them inherently stable and seaworthy, and provide owners with plenty of internal and external space to play with. In the main salon, an L-shaped settee that doubles up as a dining room sits to starboard, with a large fully equipped galley to port. "This set up means that you can serve your guests here or in the cockpit," Pawel tells us, and although he doesn't say it, we know that he wants to point out that on most 70-foot yachts, an aft galley would mean sacrificing significant amounts of space in the salon. The 70 Power's wide beam negates such concerns. The décor here and throughout the yacht is a neutral contrast between mahogany fittings and creamy white soft furnishings, with the main salon settee standing out in a dark cream. It's luxurious without being vulgar, and comfortable without being plain, the perfect mix for a charter set up. Indeed, Damrak II arrived in Dubai after two years on the charter circuit in the Caribbean. Her brand new appearance is evidence of Safwa Marina's ability and the durability of Sunreef's interiors. To starboard, a short flight of stairs lead to the VIP forward, with its double bed and separate ensuite, and the guest cabin aft, which features a Pullman berth capable of sleeping one extra person. "It makes this cabin perfect for a family that want to bring extra children with them," Pawel explains, adding that the private ensuite nature of every cabin aboard makes the yacht



perfect for charter. An interesting touch on the part of Sunreef is that the VIP, and not just the owner's suite, has his and hers sinks, which is highly unusual on a yacht this size. In the port hull the yacht's crew quarters are located, while up a flight of floating steps from the main salon is the wheelhouse. "All our yachts are ocean class," Pawel tells us as we step onto the bridge, where a second salon sits adjacent to the helm station. "The first thing we do when we design a new yacht is ensure that it can cross the Atlantic on one tank. Then we start looking at how we

**The Sunreef 70 is wide enough to have a second salon adjacent to the helm**

can customise the yacht for the client, as long as it doesn't interfere with the internal structure." According to Sunreef, the 70 Power is capable of more than 2,500 nautical miles at 12-knots, while at her fast cruising speed of 25-knots, she will manage an impressive 500 nautical miles. "Speed is somewhat irrelevant though," says Pawel, leading us into the owner's suite forward. "Onboard the yacht, you can't tell the difference between 12-knots and 25-knots, you'd only need that speed if you want to run from rough weather, show off for your guests or get back to the marina quickly after a day out at anchor somewhere." We can attest to the fact that, underway, the Sunreef 70 Power is exceptionally quiet, even at wide-open throttle, and the sense of speed is only apparent due to the wind on the flybridge. While we were cruising off the coast of Dubai in characteristically benign conditions, there were a few large swells that tried to make the yacht roll, but Damrak II was utterly contemptuous of such efforts, it takes a significant beam seaway to get a yacht like this to roll uncomfortably. The twin-engine nature of the Sunreef Power range, and the fact that the propellers are spaced so far apart, also make the yacht extremely manoeuvrable, a fact that Captain Ray proved beyond doubt leaving and returning to our slip. Back below, the owner's suite is one of our favourite spaces on this yacht. It is huge, with a queen-sized bed surrounded on almost three sides by a panoramic view over the bows. A retractable flat screen television rises out of the cabinetry directly in front of the



bed, while a vanity desk to starboard doubles up as a ship's office. The ensuite, near identical to the VIP's, is down a few steps to port. This is perhaps the only significant drawback of a catamaran design, there are many more stairs than aboard a monohull - it's an extremely fair trade-off for what you get though. Back up in the wheelhouse, a sturdy glass door folds outwards onto the flybridge, which includes a second helm station, large dining area with an L-shaped settee and occasional chairs. Best of all however is the Jacuzzi overlooking the yacht's wake. You might wonder where all the yacht's water toys and tenders go if a Jacuzzi is installed on the flybridge and the answer is found to port, where a Kawasaki and crane await use. Further toys are stored in the yacht's voluminous lazarette. On the other side of the Jacuzzi, a large sunpad for two provides a stunning view underway. Another sunpad is situated next to the helm station, while a bar, grill, refrigerator and icemaker to starboard facilitate alfresco dining and

Sunreef 70 Power	<b>LOA:</b> 21.34m (70')
	<b>Beam:</b> 9.3m (30' 6")
	<b>Draft:</b> 1.45m (4' 8")
	<b>Displacement:</b> 45 t
	<b>Engines:</b> 2 x 455 to 1,000hp
	<b>Maximum speed:</b> Up to 27-knots
	<b>Cruising speed:</b> 25-knots
	<b>Range at 12-knots:</b> 2,500 nM
	<b>Fuel capacity:</b> 2 x 8,000 l
	<b>Water capacity:</b> 2 x 780 l
<b>Naval architecture:</b> Sunreef Yachts	
<b>Interior Design:</b> Sunreef Yachts	
<b>Construction:</b> Composite	
<b>Builder:</b> Sunreef Yachts (Gdansk, Poland)	
<b>Middle East Dealer:</b> Sunreef Middle East	

entertaining up here. One final detail that we really appreciate is the retractable sunroof in the hardtop, which opens up the flybridge to the sun, or provides cooling shade at the owners' whim. The Sunreef 70 Power then is nothing short of a showstopper. If you can walk by her without taking a second glance you're a stronger man than anyone on our staff. What makes the Sunreef Power range so special is that the exterior styling is complimented by solid engineering, state of the art naval architecture and trustworthy aftersales support. After all, the owner of Damrak II must appreciate the yard's effort for him to allow them to sail it across the world to Dubai for a regional debut. "The owner has been extremely helpful," says Pawel. "He said we could keep the boat here until after the summer and if we haven't sold it, or if it isn't being chartered enough, then he'll take it to Thailand and charter it there." According to Pawel, the owner is planning to commission an even larger yacht, a Sunreef 90 Power when Damrak II is sold - that says it all. ■