



# Sunreef 60

**W**ith large yellow Breitling logos emblazoned on her black bows, the first Sunreef 60 made quite an entrance at the Breitling Med Cup, sponsored by the Swiss watchmaker. Chartered to host the VIPs in Valencia and Palma, she was visited by King Juan Carlos of Spain, owner-skipper of *Bribon V*, who was leading the event at the time. This ocean cruising catamaran couldn't have had a better introduction to the prominent figures in the sailing world.

Christened *Mission*, the yacht was brought all the way from Gdansk, Poland, where she was built, arriving in Spain for the event less than three weeks after her launch. According to her captain, Didier Desmaison, this was a real challenge: 'After only a quarter of an hour of sea trials in Gdansk we set off to cover 2,500 miles. There were three of us on board and we had winds of over 40 knots on the nose practically the whole time in the North Sea. The boat behaved remarkably well. She is very smooth forward. Her bows don't slam into the waves at all, even in a big sea. We dug in up to the mast with no problems. Most of the time we were under engine making 9 knots and she handled very safely at all times. Averaging 200 miles a day,

New cruising horizons are opening up with the debut at the Breitling Med Cup of the first composite catamaran built in Poland by Sunreef Yachts. Félix Aubry de la Noë reports. Photography by Jérôme Kélagopian



**Above: the upper cockpit is the boat's control centre. Top left: the main cockpit, for outdoor entertainment. Top right: enjoying the breeze**

I was able to appreciate the comfort of this catamaran. Under engine, helped by the swell, she got up to 16.5 knots. Under canvas she astonished me because in a true windspeed of 7 knots she sails at 6 knots.'

Having seen *Mission* under construction in Gdansk, I was looking forward to catching up with her in the marina in Villanova, 40 kilometres south of Barcelona. With a 25 metre unstayed carbon mast, this new 18.2 metre is a well-canvassed, powerful-looking catamaran. Her sizeable deckhouse supports a large upper cockpit similar to that of the Sunreef 74, and her strong lines exude the personality of a fighter ready to brave the high seas.

From the helmstation on the upper cockpit, 4.5 metres above the water, getting the yacht under way is not quite what you would expect. It is like being at the controls of a ship whose every movement can be controlled without leaving the spot. The single wheel column in the centre of the upper cockpit allows complete control of the boat by one or two people. 'This handling station forward of the helm is very efficient,' says Desmaison. 'We can do everything from here. With the three electric winches we can set all the sails.' The cockpit also offers perfect all-round vision: we have a spectacular view of our exit



from the port under engine. The yacht turns on the spot with the aid of her twin propellers and then glides out into an oily calm sea. At 2,200rpm the GPS shows 9.2 knots for a fuel consumption of only 8 litres per hour, and at maximum revs (3,600rpm) the catamaran reaches her top speed of 10.5 knots. According to her skipper she should reach 13 or 14 knots with new propellers. Motoring into the light swell at 9 knots, her bows cut smoothly through the water, damping the beginnings of a pitching motion.

The balance of the hull volumes of the two slightly banana-shaped floats is maintained and the catamaran in no way gives the impression of displacing 24 tonnes and carrying no less than 800 bottles of wine in a locker in the crossbeam along with 1,400 litres of diesel and 780 litres of water.

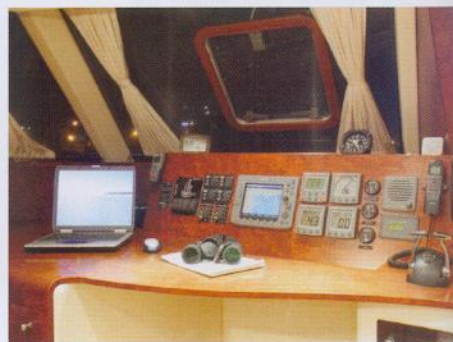
The main halyard and its sheet along with the topping lift and gennaker halyard lead back to the same winch in the centre of the handling station. So you stand at the helm to hoist the fully battened mainsail, an Incidence tri-radial, over one of the three powerful Harken self-tailing winches. In less than five minutes, the main is set and the genoa, an Incidence spectra tri-radial, is unfurled over the starboard winch to which the two Profurl furlers and the gennaker cartridge also lead back. Sailing at an angle of 60 degrees to the true wind of less than 5 knots, the catamaran slips along at 4.2 knots, then accelerates to 5.5 knots as the wind increases to 6 knots and exceeds 7 knots as the breeze reaches 8.5 knots. She demonstrates a real aptitude for

sailing in light airs, being willing to sail at near wind speed with precise helming. The helm's hydraulic transmission is certainly smooth, and is sensitive to the touch.

The boat responds to the slightest breath of wind, coming up to 35 degrees off the apparent wind. She tacks easily in her own length, the genoa going across forward of the foresail stay, and continues on her way with an angle of less than 120 degrees from one tack to the other close-hauled. Helming from the upper cockpit under sail is a pleasant experience despite the presence of the fixed Bimini, which deprives the helmsman of direct sight of the mainsail. The shape of the carbon boom 2.2 metres above the upper cockpit allows you to furl the main practically single-handed as you drop it.

The upper cockpit is an intelligently laid out area of 5.94 metres by 5.74 metres with a dinette and a sunbathing area across the full beam as well as the helming and navigation station. The after section of the upper cockpit overhanging the main cockpit is occupied only by the mainsheet traveller and supports the integral davit for the tender. To port a well proportioned single companionway with three wide steps leads down to the main cockpit. This has a central area of teak decking, a transverse banquette fronted by a rectangular

**Right: panoramic windows and an open-plan layout gives the saloon a spacious feel**  
**Below: with the same dappled mahogany veneer, the galley integrates seamlessly into the saloon. Bottom right: the chart table**





10-seater table in the stern and a second L-shaped banquette for five with a low table. Large raised sunbeds face the wake on either side. Two wide but low exits provide access to the side decks, which are completely free of obstacles, allowing you to move about unhindered. Between the two trampolines, the stays for the foresail and genoa tack to the centre of the handsome aluminium central beam. A teak walkway over the beam is one of the catamaran's most attractive features.

The main crossbeam forward of the mast houses the anchor.

In both of the hulls at the stern, three wide, well-designed teak steps are cut into each transom. The ample volume of the hulls allows each of the twin engines to be enclosed in a completely soundproof lazarette with sufficient space above for other equipment such as the generators.

Entering the saloon through the wide sliding glass door, you find yourself in a vast

loft-style area of about 18 metres square with panoramic windows all round and pleasing dappled mahogany furniture, made by applying veneer to foam under vacuum. The bar and galley blend very well into this décor, which is a well considered and practical area. The galley is of a good size with all the equipment and appliances conveniently to hand from the central area. These include a double sink, freezer, refrigerator, four-ring hob and oven, microwave, dishwasher and an

array of lockers for stowage. Forward to port, the navigator's area has all the navigation and communication instruments easily to hand. The large smoked-glass windscreen above this area fully extends across to the dining area opposite. A rather hard L-shaped banquette and four straight chairs seat 10 around a rectangular mahogany table with slightly curved sides. In the centre, between the navigation and the dining areas, there a large plasma television screen which is mounted beneath the deckhead. A second corner banquette with a small coffee table offers further seating for four people opposite the galley and bar.

Designed for use by an owner, and ideal for a family that has young children, or for charter, this version of the Sunreef 60 has four double cabins and a crew station forward in the port hull. Descending into the starboard hull via four fairly steep steps you reach a small lobby with access to a guest cabin forward and the owner's cabin aft.

The owner's cabin has a large Pullman bed, a two-seater banquette and a proper desk opposite. This is a relatively spacious but intimate cabin, finished in dappled mahogany like the rest of the yacht. A fixed portlight offering extensive sea views is a feature of all four cabins. Forward is a narrow shower room with a separate shower compartment. Two hanging cupboards and a row of four deep lockers provide sufficient stowage space for clothes.

The forward cabin is well proportioned, although you have to slide into the double bed from the head of the bed. A practical angled desk is positioned in the aft corner. The small head does not have a separate shower cubicle. Accessed via an identical companionway, the forward cabin in the port hull is similar to its starboard twin but has a separate shower cubicle and a large storage locker in the lobby. The stern cabin, like the owner's, is fitted out with a Pullman bed but does not have a banquette.

All the cabins and the saloon benefit from high-quality insulation and soundproofing. The construction of the hull, deck, structural bulkheads and upper cockpit from a sandwich of laminate, CoreCel foam and vinyl ester resin has advantages for internal comfort.

Also offered in an owner version of the Sunreef 60, like in the first aluminium model, the composite Sunreef 60 is available with a small private apartment occupying the whole of one hull. □



Left: the owner's cabin has room for a banquette and desk. Right: the compact en suite

SUNREEF 60

<b>LOA</b> 18.28m	<b>Fuel capacity</b> 2 x 700 litres	<b>Crew</b> 2
<b>LWL</b> 17.77m	<b>Range under engine</b> 800nm (at 7 knots)	<b>Tender(s)</b> Zodiac
<b>Beam</b> 9.3m	<b>Bow thruster</b> n/a	<b>Tender launching system</b> Custom
<b>Draught</b> 1.6m	<b>Stabilisers</b> n/a	<b>Passerelle</b> Custom
<b>Displacement</b> 24 tonnes	<b>Generators</b> Kohler 16kva	<b>Paint</b> Boero
<b>Rig (type)</b> Sloop	<b>Watermakers</b> Seamaker, 200 litres per hour or 100 litres per hour	<b>Construction</b> Polyester and vinylester
<b>Mast and boom</b> Alu-carbon	<b>Freshwater capacity</b> 2 x 390 litres	<b>Classification</b> A
<b>Sail areas</b> Mainsail 125m <sup>2</sup> , genoa 63m <sup>2</sup> , foresail 40m <sup>2</sup> , gennaker 120 m <sup>2</sup>	<b>Security systems</b> ACR Electronics	<b>Naval architect</b> Sunreef Yachts
<b>Sailmaker</b> Incidence	<b>Monitoring system</b> Raymarine	<b>Exterior styling</b> Sunreef Yachts
<b>Furling systems</b> Profure, Facnor	<b>Air-conditioning</b> CLD-Airmarco	<b>Interior designer</b> Sunreef Yachts
<b>Winches</b> Harken	<b>Communication/navigation electronics</b> Raymarine	<b>Builder</b> Sunreef Yachts
<b>Engine(s)</b> 2 x 100hp Yanmar	<b>Entertainment systems</b> Samsung	<b>2 Rue des Lilas, 68400 Riedenheim, Gdansk, Poland</b>
<b>Propeller(s)</b> Gori	<b>Owner and guests</b> 6	<b>E-mail: info@sunreef-yachts.com</b>
<b>Speed under engine</b> 8-10 knots		<b>Web: www.sunreef-yachts.com</b>
		<b>Price guide</b> € 890,000

