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70 sea bass

At the recent Miami Yacht & Brokerage Show, Sunreef introduced the 70 Power catamaran to the North American market. Capitalizing on proven performance and stability, the 70 offers sophisticated European styling and large open spaces that easily can be customized to suit.

Reviewed by
Chris Caswell





THE CATAMARAN IS, LIKE the old Hollywood saying about actors, “an overnight success after 30 years.” With catamaran motor yachts now filling the bareboat charter fleets and multihulls competing in (and winning) the America’s Cup, it’s easy to fall prey to the assumption that the catamaran hullform is a recent design.

Au contraire. The Polynesians were voyaging across vast oceans aboard catamarans at a time when the so-called “civilized world” was still gazing at the sea with terror. As far back as the 1870s, famed yacht designer Nathanael Herreshoff was tinkering with catamarans as a way to win races—which they did and were thus promptly barred from conventional racing for 100 years.

When it comes to large power catamarans, the Australians and New Zealanders have been enjoying them for a number of years, using them to sprint around the Great Barrier Reef.

It seems, however, as though the modern power catamaran has truly come of age, and the Sunreef 70 is a fine example of this new breed of cat (sorry, pun intended).

Poland has a long and distinguished history of building ships for the world’s oceans, particularly in Gdansk, where the Sunreef yard is located. Founded in 2000, Sunreef drew on a highly skilled workforce to launch its first catamaran in 2003. The 74ft aluminum sloop was designed using the latest CAD/CAM computer systems by the Sunreef in-house design team. Two years later, the company launched its first composite catamaran—a 62-footer. Since then, the order book has been full as Sunreef phased from aluminum to all-composite, in part because many of the yachts were built for the Sunreef charter service in European waters. But that’s only the start: The drawing boards (or computer screens) already have plans completed for a 150ft sailing catamaran.

The 70 Power is the first Sunreef motor yacht to reach

American shores, and it is an interesting blend of polished sophistication and an occasionally agricultural touch, capped by European styling and exotic materials. That is both the good and the bad news.

What Sunreef does well, it does very, very well. And what it doesn’t do well is curable. For starters—and remembering that Gdansk is famed for metal ships—the Sunreef 70 relies heavily on welded stainless steel for struts, table supports, rails, door frames, and more. And this is sheer artistry—perfectly ground welds polished to a mirror finish.

But Sunreef is still working to achieve the ripple-free quality of world-class yachtbuilders when it comes to the composite hulls and superstructure. This 70 suffered hull damage aboard the freighter during delivery, and it was clear that Sunreef is using fairing materials to smooth the hull rather than perfecting the mold itself.

This particular Sunreef 70, named *Sea Bass*, is also extremely European, both in layout and décor. Judging by the yard’s success, this clearly works overseas. Whether Americans will embrace the look is a question. But, again, this is something that a buyer can easily rectify before construction even starts.

Such as, you ask? Well, the interior was finished in wengé, which is a very dark hardwood from Central Africa and, although I toured the yacht in bright sun, it felt dark inside, particularly in the two guest staterooms in the hulls. With six small windows and nearly black bulkheads of wengé, you would definitely need the sophisticated wireless lighting system to find your socks in the morning. If you were to opt for a light oak interior, however, you would transform the Sunreef 70 into a bright and airy vessel.

I also think that Americans might find the layout a bit too Euro for their tastes. Take the salon, for example, which can only be >

The galley can be situated down or up, per owner preference, and the hulls can house either mirror VIP en suites or a dressing room and en suite for one large stateroom (pictured).



Striking style and proven performance will spur the Sunreef 70 Power to success in the U.S. market.

described as huge. But, given all that space, it is used, hmmm, oddly. On the starboard side is a single couch with a couple of hassocks that convert to become cocktail tables. The large-screen TV, however, is to the far right, so guests are forced to turn sideways to watch television.

The entire port side is taken up by what I first thought was the galley (that's hidden down in the port hull) but is actually the biggest wet bar I've ever seen. There might even be enough empty space between this four-seat wet bar and the couch to film *Dancing With The Stars*. This is a huge salon, but poorly laid out.

Just up from the salon is the raised pilothouse but, with no windows on either side, the skipper can only see forward. There is a U-shaped settee that is below the windows, but it does not allow guests to see out while seated.

Like the salon, the flybridge is humongous. With the personal watercraft launched and the crane turned outboard, you could host a few dozen of your friends for cocktails. The seemingly solid hardtop conceals two canvas panels that allow sun when desired, and the entire bridge could easily be enclosed. Nearly one-fourth of the bridge space is devoted to a hot tub surrounded by a sun pad, but the only seating on the bridge is an L-shaped settee around a table and the double-wide helm seat. A big console to port holds a grill and wet bar but, again like the salon, there is a lot of unused empty space.

Aside from the room created by the wide beam, the two selling points of a catamaran are stability and speed. The widely spaced hulls on the Sunreef have a sort of dihedral mini-hull that would eliminate any pounding under the crossbeams if a sea slapped the underside.

Powered by a pair of Caterpillar 873hp diesels, the Sunreef tops out at 27 knots and, with two 2,100-gallon tanks, has trans-Atlantic range at cruising speeds.

I have to admit I loved one clever touch on the bridge: the retractable diving board that disappears like a passerelle, but which would be great fun in an anchorage. While I found some design elements off base for a North American clientele, the Sunreef 70 Power has the kind of swoopy good looks that should stop traffic in any harbor, and the performance to go with it. ☐

LOA: 70ft (21.33m)
LWL: 67ft 4in (20.42m)
BEAM: 30ft 5in (9.14m)
DRAFT: 5ft (1.52m)
DISPLACEMENT (FULL LOAD):
 47 tons
DISPLACEMENT:
 65 tons
ENGINES:
 2 x Caterpillar 873hp
SPEED (MAX/CRUISE):
 27/14 knots

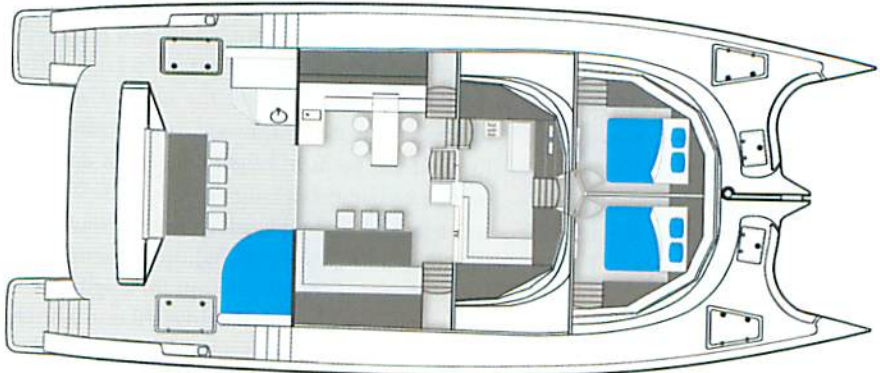
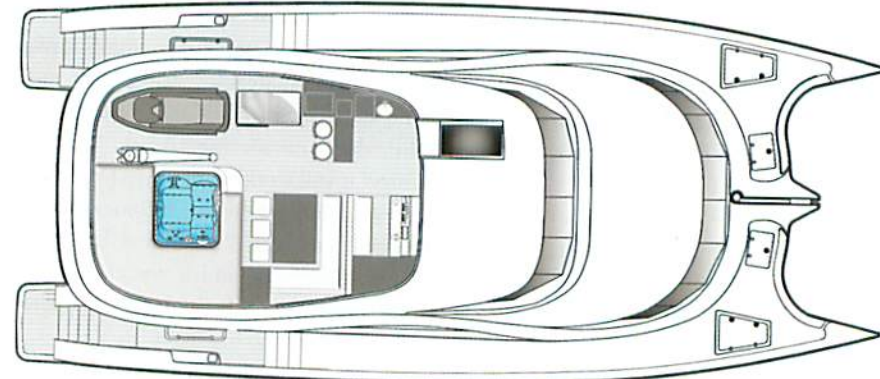
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 www.sunreef-yachts.com

RANGE:
 3,000 miles @ 21 knots

FUEL CAPACITY: 2 x 2,113
 gallons (7,996 liters each)

THRUSTERS: N/A
STABILIZERS: N/A



GENERATORS: 25kW and 27kW
FRESHWATER CAPACITY: 412 gallons (1,559 liters)
BLACK WATER CAPACITY: 60 gallons (227 liters)
OWNER AND GUESTS: 8
CREW: 2-3
TENDERS: 1
CONSTRUCTION: Composite
CLASSIFICATION: BV CE, Nav. Cat A, MCA
NAVAL ARCHITECTURE: Sunreef Yachts
EXTERIOR STYLING: Sunreef Yachts
INTERIOR DESIGN: Sunreef Yachts
CHARTER: Sunreef Yachts Charter
 Tel: +48 58 769 77 96
 E-mail: charter@sunreef-charter.com
CHARTER RATES: \$41,400/week
PRICE GUIDE: €1.9 million base price
BUILDER/YEAR: Sunreef Yachts/2009