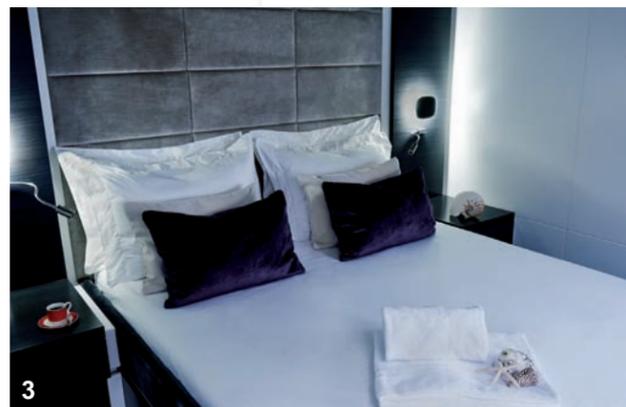


Text: Norbert Conchin - Photos by the author and DR

Sunreef 74 – 19th Hole

Luxury for blue water or charter



The Sunreef Yachts name is going from strength to strength. The proof is evident with the new 74, which feels like there is ever more influence from superyachts. But that's not all: the specifications of two of the latest models also testify to the experience the shipyard has built up in the luxury charter sector.

In the early 2000s, the 74 had made her mark and this saw the beginning of the Sunreef adventure. Today, the yard is returning to what it loved doing when it was young by again offering a 74 foot catamaran. In just two years, five of these superb catamarans have left the Gdansk shipyard. A success achieved thanks to the double experience acquired by the manufacturer for more than 15 years. Why double? Because Sunreef did not just build very luxurious custom catamarans. They also chartered them through their high-end charter section. It was through charter (power and sail) that the Sunreef adventure began, before developing its own models to meet the demands of customers looking for top of the range catamarans. This experience now allows us to clearly identify the aspirations of the client, whether it is an owner wanting to go around the world, or a charterer spending a week in the Caribbean or the Mediterranean, and what this implies as regards differences in specifications. Of the five new

Sunreef 74s, two are sisterships dedicated to almost exclusive charter use - "Bleu Deer" and "19th Hole" - ordered by an Italian family of experienced sailors who already own the Sunreef 70 "Anini", from which they have learned a lot.

We were able to go for a sail on "19th Hole" and had an interesting trip ...

Simple but successful technology

The hulls and superstructures are constructed in fiberglass composite foam sandwich, but with many carbon reinforcements. Started with the 80 Carbone Line released three years ago, teams have integrated this technique on virtually all new models. On the 74, carbon is used for the mastfoot reinforcements, the mast support strut and distributing the load across the bulkheads, structural partitions and forward and aft beams. This makes it possible to make weight savings on models that are always highly-equip-

ped. Because the aim is to entrust these boats to professional crews, the shipyard, along with Adrien Jousset, their in-house architect, designed a simple and safe deck plan and rig for use by a small crew. For example, the yard wanted a removable staysail stay, avoiding having to roll the jib for tacking in the majority of cases. The spreaders are very angled to optimize the tension of the forestay without increasing mast compression (constructed

four crew members are accessible from the cockpit and foredeck. They have, in addition to the galley, a real cellar-laundry room, including a cold room and freezer, and even utensils as incredible as a machine for slicing Parma ham. The four guest cabins, 2 VIPs and 2 twins with additional bunks for children, whose velvet materials and fabrics are available in the same ambience as in the saloon, enjoy a panoramic view, as the vertical portlights have been leng-

easterly swell, after passing the Iles des Lérins, comes to oppose a light westerly wind of 8 knots. Not ideal for testing a machine of this weight. However, at 60 ° to the wind, we reach 5 knots, which is very reasonable given the conditions. On a flat sea and with the genaker, the architect tells us that it is possible to gain 2 knots and to get close to the speed of the wind. The 74 is certainly not a boat that will have you teasing 20 knots: on board, regu-

- 1: To adapt this boat to the requirements of luxury charter, the yard has chosen a sail plan that is very simple to use for a short-handed crew that is likely occupied with other tasks on board.
 2: The open space saloon-galley is incredibly voluminous, and especially adapted to the modern style of luxury charter. The perceived quality of the materials highlights here a pure Italian style!
 3: The cabins are a veritable paradise where it is good to rest ... Volume and light are the key words here.
 4: The details are particularly carefully designed, as here the mosaic showers, and always with the timeless elegance of Italian style...
 5: The 45m² aft cockpit testifies to the comfort of these large catamarans, which compete easily with the most prestigious super yachts.

in-house in carbon) which is already at 40 tonnes, or needing to resort to outriggers or running backstays. A gennaker mounted on a Reckmann furler integrated into the structural beam of the bowsprit, a 105% genoa and the mainsail (which on the first 74 is in-boom furling) are easily handled on furlers and electric winches, and all maneuvers remain effortless and within reach of a crew of two. Not bad, for a boat of this size!

Like a modern hotel

Both boats have the same interior layout, but with different atmospheres. Gone is the 45m² cockpit fitted with a bar for the aperitifs or a quick coffee and a table for 10 guests. You now enter a loft space which includes a living room and an open galley, somewhat like a new "starred" restaurant where you can admire the work of the chef while enjoying what he has prepared. The decor is highlighted with amethyst, cobalt and blue leathers, fabrics and covers. You can see the ability of the teams at the yard for dealing, in an architectural style, with the tastes of the customer, and eliminating technical elements, such as the mast support strut. To maintain guests' privacy, cabins for

thened up to bunk level. Their multimedia equipment with a giant pop-up screen, and the quality of the bathroom mosaics are worthy of the hotel facilities of the beautiful establishments on the French Riviera. But it also compares with the finest models in superyacht luxury, just like the huge sunbathing area on the flybridge and armada of coolers and other freezers available all over the boat. To complete the guests' stay, the forward locker is large enough to accommodate nautical toys and a large Williams dinghy, which is of course essential.

Easy handling

From the very first miles and at a cruising speed of 9 knots, it is clear that the noise from the two 240hp Yanmars is barely perceptible. The insulation of the engine-rooms, well insulated behind the crew cabin and a storeroom, is excellent. The consumption of 2 x 15 l / h makes it possible to undertake very long crossings when you consider the 6 000 liters of tank capacity. Under sail, maneuvers are carried out from the flybridge helm station where everything is grouped and from where the view across the water is exceptional. A strong

lar averages of 9 to 11 knots, as soon as the breeze reaches fifteen knots, are the norm.

Conclusion

As soon as we get on board, we are struck by the quality and the use of the materials. Under sail, the Sunreef 74 offers honorable performances and very high-end comfort whilst being relatively simple to operate. A catamaran that is in full competition with super yachts, whether sail or power.

TECHNICAL SPECIFICATIONS

| | |
|--------------------|-----------------------------------|
| Builder | Sunreef Yachts |
| Naval Architect | Sunreef Yachts |
| Interior design | Sunreef Yachts |
| Overall length | 22.50 m |
| Max beam | 10.50 m |
| Draft | 2.20 m |
| Light displacement | 55 t |
| Mainsail | 160/180 m ² |
| Genoa | 130 m ² |
| Motors | 2 x 240 hp |
| Fuel | 2 x 3,000 l |
| Cabins | 4 + 2 (10 passengers plus 3 crew) |
| Fresh water | 1,000 l |