

Text: Norbert Conchin - Photos: by the author and SunreefYachts



80 SUNREEF POWER

LUXURY, POWER AND DELIGHT ON TWO HULLS



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Test location: Gdansk, Poland
 Weather: SE 15 to 17 knots,
 moderate seas
 Photoshoot location: Cannes

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A year on from the release of their new range and the 80 Sail, Sunreef is offering the largest powercat ever built by the Polish brand.

The 80 Power, specially designed for propeller propulsion, offers features reserved for the world of luxury superyachting, but in an “economic” mode. We tried out hull n° 2 in Gdansk in an exclusive test.



The sight of tennis champion Rafael Nadal on the aft deck of the brand new 80 Power caused a bit of a stir at last year's Cannes Yachting Festival. An anecdote that testifies to the ability of this latest model from the shipyard to attract a wealthy clientele, who naturally turn to luxury motor units. Last year, we were

surprised by the high freeboard of the sailing version... and even amazed by the habitable volume on offer. This observation suddenly has even more meaning with this motor version: the 80 Power is taking on the monohull superyacht brands that are already well established, with a clientele looking for ever greater

comfort and prestige. That said, these buyers have evolved: they've become more sensitive to environmental issues. Sunreef's response is as radical as it is effective: with a beam extended to 12 m (39'4") , a deck height of 2.50 m (8") and a length of 23.95 m (78'7"), the living area is comparable to that of a



1/ The photos taken at Cannes of hull no. 1 are obviously more flattering than those we could have tried to take in Gdansk under the winter drizzle... this opening picture shows the imposing but distinguished lines of the 80 Power - and shows off the very trendy metallic paintjob.

2/ Straight bows 3 m (10') high and a 12 m (40') midships beam: figures worthy of a superyacht! The turn of the forefoot very low below the waterline provides an excellent passage through the water and reduces fuel consumption.



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monohull over 35 m (115') - far more ravenous in fuel to move around and forced to submit to a commercial classification for charter. Aside from the figures and the measurements, the impression of size is even more striking when the 80 is moored stern-to the dock. Seen from aft, with her metallic paintwork, stainless steel and large teak sugarscoop steps, this Sunreef gives you the feel of the world of superyachts. The aim of the shipyard is to build a 110-footer in the near future, and specifically, a 49-meter (160') catamaran - which could easily be branded "the largest luxury catamaran in the world".

A true semi-custom build

The Gdansk-based yard have long demonstrated their great flexibility, which allows them to create interiors from scratch - and thus to adapt to the customer's wishes. This flexibility is made possible thanks to the in-house design department's full control of the design process, but also by the fact that all the technical parts - stainless steel, carbon, electrical and joinery - are manufactured in their own workshops. The captain of this second 80 also confided to us that adaptations and changes

were still possible at a very advanced stage in the assembly of the fittings. The design office dedicated to the layout of each unit is therefore able to react very quickly, to redesign a new configuration that will be applied immediately on the assembly in the yard. However, this is aided by an original design that can more easily overcome any temporary hesitations from the client. The four bulkheads in the hulls and the nacelle are split up, and this trick allows the surface area of the cabins to be played with: a dressing room or a larger bathroom could be added without impacting on the structural efforts. Three, four or five guest cabins are possible. As for the Master Suite, it can be created down below, or at deck-level, with a sea view forward. The same applies to the galley, which can be installed either in the hull or in the saloon. All configurations are possible to match the demands of an exclusive specification. The hulls are constructed in foam sandwich for the topsides and balsa sandwich for the underwater hull, with respectable thicknesses: the full-up laden displacement, near on a hundred tons, reflects the desire for the hull to have more resistance than lightness. To remedy this





significant displacement, the shape of the hulls is somewhat atypical: the sharp bows are straight and plunge deeply. The forefoot turns at 1.50 m (5') below the waterline, then the hull descends to 1.70 m (5'7") - about 2 meters (6'7") aft. This point, apart from the propeller, constitutes the maximum draft of the hull: the hull form widens and then rises steadily up all the way back to the sugarscoop.

Extraordinary volume...

When you get on the main deck, you can see how much space is available, which is simply phenomenal. The 60 m² (645 sq ft) aft cockpit is like a proper terrace. The 90 m² (970 sq ft)

saloon is a genuine living room, comprising lounge, dining room and galley with a wonderful 360° view. This boat's owner made the choice to benefit from three VIP cabins plus a Master suite in the hulls. Access to another 60 m² (645 sq ft) area on the foredeck is via a watertight front door or through the side decks. A high bulwark - raising the freeboard to three meters (10 feet) - makes moving around safe, but cut-outs in the rail allow for a view outside when lounging on the sofas in the saloon. On the lower deck, each cabin is fitted with queen-size beds, dressing table and bathroom. The Master has a king-size bed and a dressing room/shower room suite, totaling 28 m² (300 sq ft).

TECHNICAL SPECIFICATIONS

Shipyard: Sunreef Yachts
Architect: Sunreef Yachts
Design: Sunreef Yachts
Construction: fiberglass / foam / balsa composite
Length overall: 23.95 m (78'7")
Max. beam: 12.00 m (39'4")
Draft: 1.85 m (6'1")
Engines: 2 x 575 hp JD / 2 x 1,200 hp MAN
Fuel capacity: 2 x 4,000 / 8,000 l (2 x 1,056 / 2,113 US gal)
Fresh water capacity: 1,600 l (423 US gal)
Lightship displacement: Not given
Laden displacement: approx. 100 t
Cabins: 3 to 5, plus 3 crew
Guests: up to 10 people
Crew: up to 5 people
Price: Not given

3/ The view from astern is just as impressive with these imposing sugarscoop steps. The hydraulic platform is used to launch a 5.20 m (17') tender. The garage is home to a jet-ski: just for amusing yourself at stopovers...

This volume is amplified by a headroom of more than 2.10 m (7 feet) and a floor all on one level. Headlining and decor materials are at the discretion of the owner. On board our test 80, the marriage of veined black marble and ebony offers a warm and cozy atmosphere of luxury. In this version, the crew is accommodated in a slightly narrow aft cabin and the forepeak. There's an option to have a crew cabin adjacent to the galley, which would be more practical if the choice is made to have a lazarette in the hull. It's all a question of the program... The 80 m² (860 sq ft) flybridge is also huge, and can be fitted out at will. On our version, it is very uncluttered, in order to provide an area for practicing yoga. You can nevertheless seat twelve people to dine at the large table. The hard top is equipped with a pivoting sunroof. Finally, no superyacht is complete without a wide range of toys, with paddle boards at the top of the list. On the aft platform, a 5.20m (17') Williams Jet Tender allows all passengers to be brought aboard in a single rotation. As for the teak-covered Seadoo GTX 230 jet-ski, that is housed under the XXL-sized sunbathing area in the cockpit.

In economy mode

The cold and wet conditions at the end of January off Gdansk don't make for a very promising boat test. Nevertheless, well sheltered under the hard top of the flybridge and the side panels, we headed up the entrance channel to the bay of Gdansk, protected by the Pomeranian coast. On a very calm sea we calculated our speed / fuel consumption readings, but head into a wind which was well-established at over 15 knots. This wasn't going to favor the results, but it reflects the reality of cruising. Two engine options are proposed. The boat presented at Cannes was fitted with a pair of 1,200 hp MANs, and our test boat, hull no.2, has twin 575 hp motors from John Deere. In open water, we came up to a cruising speed of 10 knots, and needless to say, we felt nothing of the marine environment. The mass and the design of the bows led the boat to glide across the chop with perfect stability, allowing us a lunch-break without the slightest apprehension. Fuel consumption was 80 l/h (21 US gal/h), which would allow us to cover more than 2,000 miles with the big 16,000-litre (4,225 US gal) tanks. However, it's interesting to note that the transatlantic speed of 9 knots greatly reduces fuel consumption, down to less than 50 l (13.2 US gal) /hour. Given the 100 tonnes displaced, this consumption can be described as very economical. The silence of operation is worthy of what can be expected from a ship of this rank. We only noticed an exhaust noise at the maximum speed of 13 knots, but the yard has planned to lower the exhaust outlet below the waterline to solve this issue. The 1,200 hp MANs can reach a speed of around 18 knots, but with an understandably much higher consumption. This multiyacht is equipped with a geostationary system, which is very practical for short lunch-breaks and/or swimming stops, in order to avoid anchoring handling.



MULTIHULLS WORLD FIGURES

Engines: 2 x 575 hp John Deere, shaft-driven.

Fuel tank 16,000 l (4,225 US gal)

Fuel 30%, **water** 40%

RPM	Speed in knots	Fuel consumption in L (US gal) / h	Performance in L (US gal) / nm	Range in nm*
600	4.8	14 (3.7)	1.36 (0.36)	5,485
1,000	7.7	36 (9.5)	2.10 (0.55)	3,426
1,250	9.1	48 (12.7)	3.46 (0.91)	3,086
1,500	11	94 (24.8)	6.97 (1.84)	1,873
1,750	12	146 (38.6)	8.78 (2.32)	1,315
2,000	13	228 (60.2)	8.95 (2.36)	912

*Readings taken into the wind can result in lower speeds and 5 to 10% higher fuel consumption



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Conclusion

The new 80 Sunreef Power pushes the limits of the Polish shipyard towards the new horizons of luxury yachting. However, the builder manages to contain the shortcomings inherent in the world of luxury: the energy expenditure for cruising is controlled, as is the energy dedicated to operation - thanks to original solutions developed in-house: the air conditioning, for example, is very economical. The quality of finish is becoming exceptional - we get a sense that the manufacturer is turning resolutely towards the superyacht market. The yard will soon be moving into new premises - and we'll be telling you more about this in a forthcoming issue.

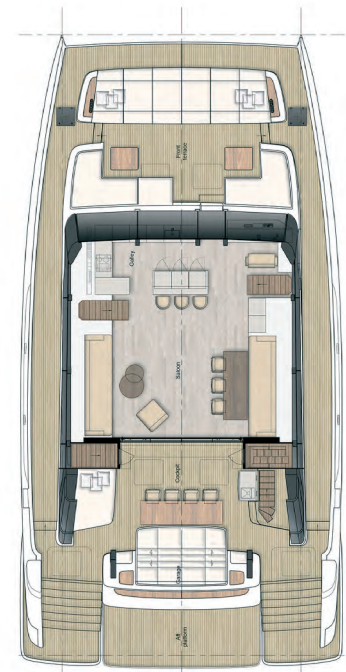


Balance between habitability, luxury and attractive budget

Elegant lines

Semi-custom build to suit the client

- Noise at maximum speed - soon to be resolved
- Monitoring by a Project Manager is essential



4/ 300 m² (3,230 sq ft) of deck area, 80 m² (860 sq ft) for the flybridge and 100 m² (1,076 sq ft) of cabin space in the hulls: this supercat is competing with luxurious monohull superyachts of at least 35 m (110') in length.

5/ The saloon is a genuine living room, with a dining table that seats ten, a lounge area to port and a galley / bar, forwards. It forms an open space with the aft cockpit, which is also huge, thanks to a bay window that opens fully to a width of more than 4 meters (12').

6/ The company has always excelled in executing very designer interiors - appreciated by a younger clientele, breaking away from traditional yachting.

7/ Baltic Sea atmosphere in January... In the background, beyond the deserted beach, the mythical workshops of Gdansk, which are soon to become part of history.



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