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SINCE 1907

Long-Range Elegance



Is Repowering the Way to Go? p. 34

Yogi's Sad End

+ FERRETTI 720, EXPLORING THE CARIBBEAN,
MJM 36Z, VISIT QUEBEC CITY

ON THE COVER:

The Outer Reef 700 LRMV sits
dockside in Fort Lauderdale.

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HIGHER CALLING

THE OUTER REEF 700 LRMY MAKES UNCOMMON SENSE.

BY JAY COYLE



BILLY BLACK

Yacht builders have been molding fiberglass boats in all shapes and sizes over the past 20 years. While futuristic Euro-yachts turn heads, expedition yachts suggest a greater purpose and retro-chic rides hint at class, we are fortunate that there are still boats designed for a higher calling — cruising! This is the market Outer Reef Yachts has concentrated on with laserlike focus. Its latest launch, the 700 LRMY (long-range motoryacht) is right on target.

The 700's design is as American as apple pie and is the hybrid fruit of a trawler yacht movement that blossomed in the United States during the fuel-tight 1970s. At the time, Taiwan was the go-to place for inexpensive labor. What had begun with a trickle of teak-slathered sailing yachts soon became a flood of "trawlers." Of course these were not trawlers in the commercial sense but rather traditionally styled, lightly powered motoryachts. While the best of these early imports were no better than average in quality, much has changed since then. Today, a new generation of skilled Taiwanese craftsmen weaned on yacht building are competing with yacht builders around the world in terms of quality. The Taiwanese seem to build trawler yachts from muscle memory, and the Tania Yacht Co. in Kaohsiung, the exclusive builder for Outer Reef, has mastered the form.

The 700's hull is built in a mold that is dammed for use in building Outer Reef's popular 650 model. Although she is quite similar, the tweaks allowed by her additional five feet in overall length are the result of an evolutionary approach to design at Outer Reef that is driven by customer input. "We are willing to do pretty much anything a customer wants in terms of interior finishing and arrangements as long as structural bulkheads stay in place," said Outer Reef's founder and president, Jeff Drucek. The Tania yard produces the tooling for the hulls and superstructures, and Drucek and the yard's design team pen the profiles and arrangements. As is the case with all of Outer Reef's offerings, the look is what I would call traditional American motoryacht fare with a tip of the hat to trawler yachts in the faux topsides planking.

Covered side decks lead from the shiplike Portuguese bridge to the afterdeck, where there is a built-in seating area that's perfect for dining alfresco. Stairs to port and starboard lead to the integral transom platform that extends beyond the chamfered transom. A hydraulic passerelle and stern warping windlass are fitted. The bridge is accessible from an interior stair in the pilothouse and a stair on the afterdeck. A full bridge control station has helm and companion seating as well as a lounge area with tables, a wet bar and grill. The fiberglass hardtop can be fitted with clear vinyl curtains, making this an all-weather space. A fully enclosed bridge model is also available. The boat deck has space for a 20-foot tender.

The interior layout of the 700 is very similar to that of the 650, but there are a few significant differences. Belowdecks, much of her additional volume was devoted to improving the crew quarters abaft the engine room. Instead of a small single cabin with upper/lower berths, the 700 has a cabin with a single-side-access queen and private access to a head with a shower. There is space for a second cabin with upper and lower berths or a workshop. Access via a staircase from the salon has been added

to complement the transom access. The area can also be reached through the engine room via the forward accommodation space. These changes will suit those who wish to charter or those needing extra space for guests or kids. The 700 could also be handled by a capable cruising couple, although in my opinion she is at the high end in terms of overall length for this service.

Forward of the engine room, the owner and guest accommodations are virtually unchanged, with access from a staircase in the pilothouse. The master has a king-size berth and a private head. A hanging locker and built-in cabinetwork along the forward engine-room bulkhead provide sound isolation. The head extends along the port side and has a shower and an enclosed toilet. A guest stateroom to port has a queen berth with single-side access, a Pullman berth and a private head. The forward guest stateroom has a queen island berth and private head.

The 700's main-deck arrangement includes several notable improvements. The L-shape seating in the salon area has been shifted and now faces aft, which makes sense given the view. While there is a step up to the galley and pilothouse, it's now an open arrangement. The 650's bar-stool seating and a pass-through have been abandoned



You'll feel like a ship's captain helming from the well-equipped pilothouse (above). The large master stateroom features easy access to the engine room in case of emergencies, with cleverly arranged cabinets that provide ample stowage as well as peace and quiet.

NEIL RABINOWITZ

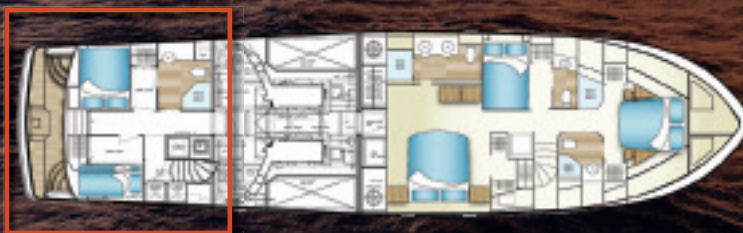


RPM	KNOTS	GPH	dB(A)
700	4.4	2	56
900	5.3	2	58
1200	7.4	6	60
1500	9.1	10	60
1800	10.2	18	62
2100	11.5	30	68
2500	13.0	52	70

TEST CONDITIONS: Speeds were measured by GPS off Fort Lauderdale, Florida, in 60 feet of water with three- to five-foot seas and 10-knot winds, with a full load of fuel, a full load of water and three people on board. Fuel consumption was calculated by the electronic engine-monitoring system. Sound levels were recorded at the pilothouse helm.

LOA: 71'6"
LWL: 65'6"
BEAM: 18'6"
DRAFT: 5'0"
DISPL.: 101,000 lb.
FUEL: 2,000 gal.
FUEL (Opt. 1): 2,350 gal.
FUEL (Opt. 2): 2,600 gal.
WATER: 400 gal.
TEST POWER: 2 x 503 hp
 Caterpillar C9A diesels
PRICE: Upon request

The 700 utilizes extra space to substantially improve crew quarters.





The L-shape settee has been situated to take advantage of the view. A bridge wet bar, grill and lounge create an ideal alfresco hangout (right).

in favor of more galley space. The bulkhead between the galley and pilothouse now has an electrically actuated partition that can be raised and lowered, allowing either a view aft or quiet time in the pilothouse. The helm area is well organized and shiplike with doors leading to the portside and starboard-side decks. The bridge lounge area is a perfect perch while under way and offers a relatively private spot for dining. A day-head adjacent to the galley is an option.

In a full-body, hard-chine planing form, a few extra feet in waterline length, given the same beam and similar weight, are often a plus in terms of speed. Adding waterline length to a full-displacement form ups the hull speed (square root of the waterline length times 1.34). These performance embellishments become less tangible in a hard-chine hull form operating at semidisplacement speeds (above displacement speed but below planing speed). This is evident when one compares Outer Reef's performance figures for the 650 and 700 with each using the same 503-horsepower Caterpillar C9 ACERTs. Speeds are so close that, given inconsistencies in vessel loading and sea conditions, they are virtually identical. In essence, you get the extra volume the 700's additional length allows without a performance penalty.

We conducted our sea trial off Fort Lauderdale, Florida, fully loaded with fuel, water and owner's gear, in three- to five-foot seas. I found the 700's sweet spot in terms of cruising speed and efficiency at around 9 knots (1,500 rpm), where I noted a fuel burn of just 10 gallons per hour on the Caterpillar electronics. Increase the turns to 1,800 rpm and she gains just a knot but fuel burn almost doubles. At



max turns (2,500 rpm) she ran 13 knots with fuel burn of 52 gallons per hour. This setting would be the choice for outrunning a storm or pushing through a nasty inlet. Outer Reef's data suggest that at 8.3 knots (1,400 rpm) the 700 has a range of 2,698 miles given her optional 2,600-gallon fuel capacity. With the same fuel, she has a maximum range of approximately 730 miles at 13 knots (2,500 rpm). At 7 knots her range jumps to about 3,600 miles.

Outer Reef Yachts has offices in the United States, Europe and Australia, and its current lineup includes offerings between 58 and 118 feet. The quality of the 700's fit and finish are well above average. If you are interested in a traditional cruising yacht in this class, Taiwan is the go-to place and Outer Reef should be on your short list. □

Outer Reef Yachts, 954-767-8305; www.outrereefyachts.com