

OUTER REEF IS WELL KNOWN FOR BUILDING CLASSIC LOOKING “GO-ANYWHERE” VESSELS. OWNERS TESTIFY TO THE BRAND’S “SURE FOOTED STABILITY” AND “SUPERB HANDLING”, EVEN IN THE ROUGHEST OF SEAS. NOW THE COMPANY HAS LAUNCHED A NEW LINE, FOR BUYERS LOOKING FOR OPEN PLAN LAYOUTS AND MORE PERFORMANCE, **SCOTT ALLE** REPORTS.



BETTER BY DESIGN



WIDE OPEN
The open-plan layouts of the Trident 620, paired with large windows, give a great feeling of space on board.



THE BOAT IS A COMMANDING PRESENCE
THE "PLUMB" BOW AND SLAB CHINED SECTIONS SET IT APART



fuel economy, but also able to cruise long distances at displacement speeds with superior levels of comfort and safety. The actual configuration of deadrise, chines and hull profile remains a closely guarded secret. "The CAD drawings and scale models are skewed and inaccurate, as not to be copied," Druke says protectively.

Commercial intrigue aside, the boat itself is a commanding presence. The Trident 620's "plumb" bow and slab chined sections set it apart from similar size competitors at the Cannes Boat Show, where the covers came off for the first time. At the waterline, the bow profile has a forgiving, wave-piercing forefoot that elevates when horsepower is applied from semi-displacement speeds.

The patented 18.8-metre hull is vacuum-infused, with PVC core sandwich. Moulded stringers provide extra strength and stiffness. Outer Reef's worldwide reputation for exceptional oceangoing craft is also present, though not evident till out of the water, in the full keel which protects the running gear.

All the Tridents, from 55 to 106 feet (16.8 to 32.3 metres), are rated to CE Category A, (Unlimited Ocean) specifications. That is, they are capable of operating in wave heights up to six metres and in sustained winds over 40 knots, with stability and safety.

And that emphasis on safety and seaworthiness is reflected in features such as generous walkaround teak-planked side decks with very solid stainless grab rails which lead either forward to the foredeck with a double sunbed, or to the shaded aft cockpit. Here there's seating for six to eight guests around a beautifully finished teak dining table. Stairs lead down to the swim platform, which has an ingenious Hi-Low boarding system built in, designed and constructed exclusively by Outer Reef engineers.

This fully automated system has a detachable handrail and is a big improvement on other arrangements, enabling safe stern-to boarding across a range of quayside/dockside heights. It also allows swimmers or divers safe and quick access back on the boat. A hot- and cold-water shower that neatly tucks into a box on the transom takes care of the rinse cycle.

You have to admire the philosophy of Outer Reef Yachts, the maker of the new, decidedly innovative Trident Series of flybridge sports motor yacht.

The Fort Lauderdale-based company elected to invest very heavily into the hull design for the Trident line. A brave move given hull form shapes are run through endless simulation programs, and tank testing is expensive and time consuming.

But that didn't deter Outer Reef's president and CEO Jeff Druke. He apparently put it this way when outlining the concept to Ward Setzer, an American naval architect responsible for a distinct futuristic stylised vision that is redefining yacht design.

"I want to get a boat that is efficient at displacement speeds – which is easy – and I want an efficient boat at semi-displacement speeds, and I want a boat efficient at planing speeds," Druke intoned.





DRIVING FORCE
Devoted Trident owners extol the virtues of their excellent handling and stability.

The stairs on both sides back up to the aft cockpit have a heavy duty safety gate, the re-assuring over-specified nature of the fittings extends the 316 stainless steel mooring cleats which are secured to equally robust stainless backing plates on the bulwarks.

The 620's spectacular flybridge is easily accessed via a well thought-out safety feature in the form of wider and offset stairs at the flybridge deck; much easier to traverse underway in any sort of swell. A hydraulic strut lifts the stairs to reveal a lazarette capable of storing a full array of dive gear, paddleboards and other water toys.

The flybridge is divided in two zones, with the aft "sundeck" space a perfect venue for anchored sunset soirees. An outdoor kitchen with fridge-freezer drawers and grill, plus sink, furnishes a ready supply of refreshments. Towards the back there's a dedicated tender cradle and hydraulic crane for convenient launch and retrieval.

**MELDING THE INDOORS AND OUTDOORS,
TO CREATE AN ALFRESCO AMBIANCE**

Forward is a large L-shaped lounge in hard-wearing, stylish Sunbrella fabric, a varnished feature timber table with a gold inlaid trident symbol, and another lounge opposite on the starboard side.

The hardtop's sunroof with canvas infill glides open courtesy of push button controls, enhancing the panoramic wind-in-the-hair ride.

The twin helm chairs are a totally worthwhile option. Comfortable sitting or standing against, but also supportive and finished in a superior grade of textured non-slip, they are stitched non-stick Italian Stemar vinyl, much more practical than leather in marine environments.

The comprehensive navigation electronics package from SIMRAD is 16-inch (40cm) touchscreens with chartplotter/multifunction display and built-in GPS positioning. Engine read-outs are Cummins Vessel View, while trim tab and autopilot controls are also within easy reach.

The "destroyer" style wheel is a nice touch; while the Cummins Steer by Wire system delivers the skipper all the benefits of electronic engine shift and throttle controls.

A choice of layouts is offered on the spacious saloon deck with owners of nearly all of the boats ordered settling for the galley-aft configuration. The emphasis is on melding the indoors and outdoors to create a flowing alfresco ambience. A hopper window and custom swing door opens up the entire space, stretching from the rear cockpit through to a breakfast bar, forward on the port side to a lounge area, deep-drawer fridge-freezer, multi-use dinette and seating, and helm station.

To starboard the galley has been designed with the functionality of extended cruising in mind, with plenty of storage and cabinets. The countertops are Corian, there's a twin sink, induction cooktop, and Bosch compact oven-microwave. Just forward of the galley is the wine fridge and entertainment console, with big screen pop-up TV. Opposite is a luxurious L-shaped settee able to accommodate eight diners around a creative table arrangement, which can be two smaller tables that fold out and combine into one large buffet hosting unit.

Customers can choose between one of three different interior decor styles that include a selection of cherry, oak or walnut veneers. All the finishes and joinery are crafted to Outer Reef's exacting standards.

The saloon helm station duplicates all the controls on the flybridge, and there's a watertight door for quick access to the side-deck. The expansive views in the saloon windows are through 9.5mm (3/8 inch) tempered safety glass, upgraded to 12.7mm (1/2 inch) in the windscreen.

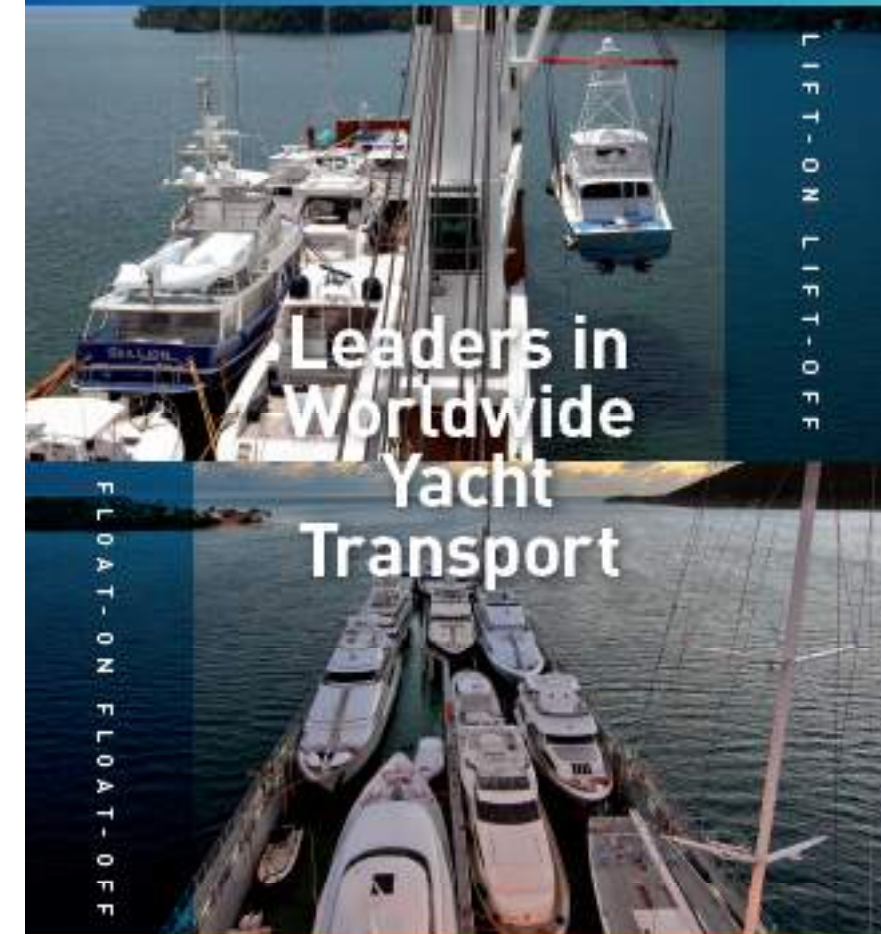


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A curved-wood feature staircase leads down to a carpeted lobby, which connects to the staterooms. The owners' space is a plush, quiet retreat. Here, the designers have achieved those most desirable attributes: ample headroom, a flat floor and sumptuous surrounds fully utilising the boat's 4.93-metre beam

If you're two metres tall, you'll just scrape your head, but the rest of us will revel in the chamber's proportions before retiring to the king-size bed. Once there, a restful sleep is induced by various noise reduction qualities such as isolating pipework and trunking on mounts with soundproof foam.

The bathroom is cleverly integrated into the suite, the doors to the shower and head are custom frosted and tempered safety glass, and the quality Grohe fittings complement the high level of fit-out.

The VIP stateroom in the bow is nearly as roomy, accommodating a tapered queen-size berth, a similar array of deep storage drawers and has its own ensuite. There is the option of either an additional twin bunk cabin, or the same space can be requested as an office-study, with a single Pullman berth if required.

Taking account of the fact that some owners may wish to opt for a small crew, there's the option of an additional one or two crew berths, within the workshop-storage area, in front of the separate engine room.

Entered via a purposeful pantograph door in the transom, the T-620's engine room stands out. The central aluminium plate walkway allows unfettered access to the twin Cummins 550hp diesels. Critical systems like the big Racor fuel filters and 17kW Onan generator are easy to check, and should anything need to be done, they are convenient to work on.

The Cummins engine package is coupled with Zeus pod drives. Though Outer Reef is reticent to reveal just how the hull delivers increased efficiency, it has released performance figures that show at 10 knots the 620 consumes 29 litres per hour. With a stated fuel capacity of 2,600 litres, (some 400 litres less than the boat specs supplied to Ocean), range is 941 nautical miles. That's just short of the distance of Sydney to Mackay. At 20.2 knots it's drinking 170 litres per hour, decreasing the operating range to 309 nautical miles.

It will be interesting to see how those numbers stack up against the new Grand Banks 60, and it will be even more interesting to see how the Trident 620 performs in Australian conditions.

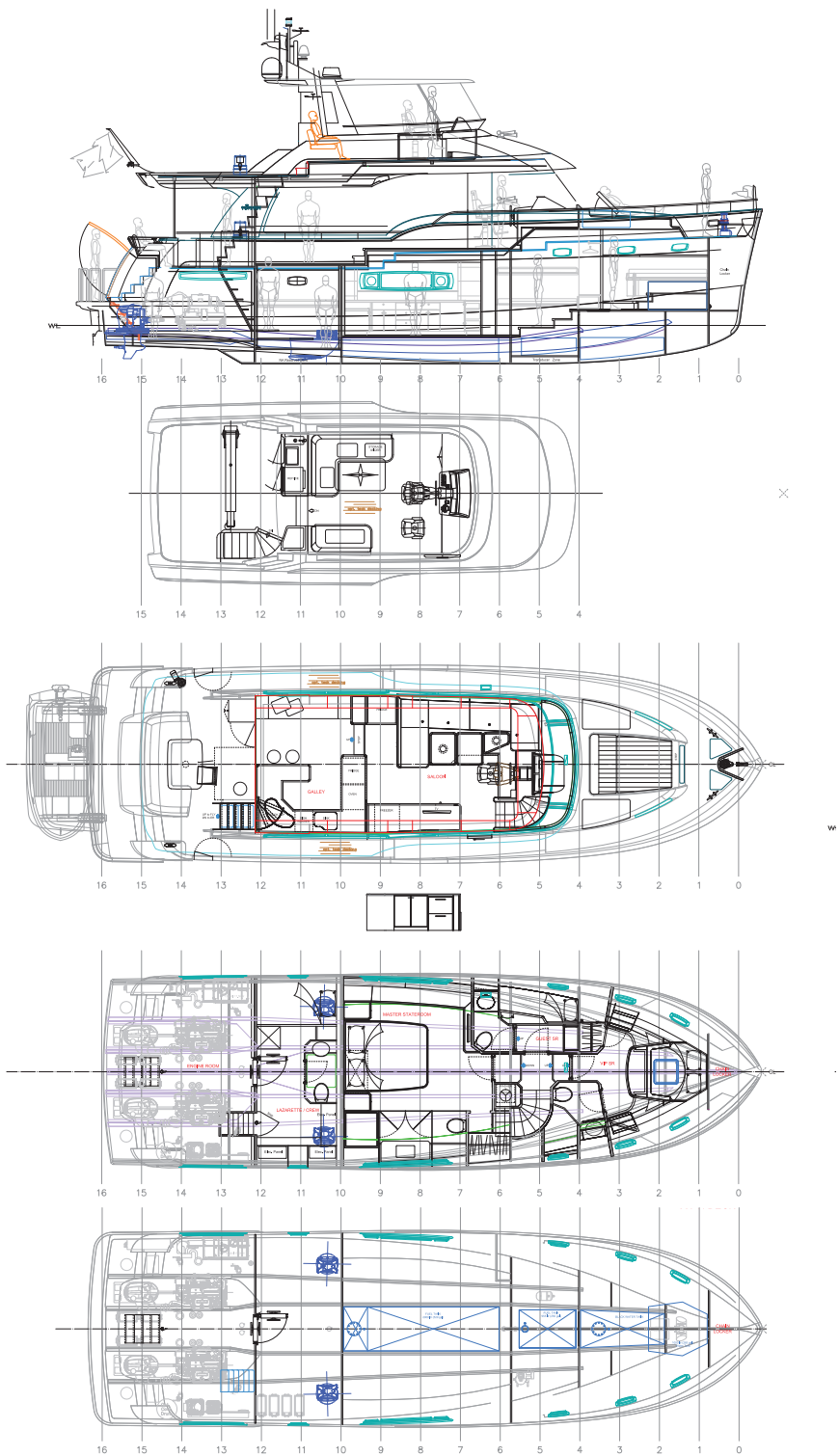
Outer Reef's director of sales in Australia and New Zealand Peter Hrones thinks this ruggedly attractive bluewater motor yacht will perfectly fulfill the requirements for Queensland and Pacific island cruising.

And like everyone else, he's eager to see what the new hull design can do.

"It's really cutting edge, offering low drag and allowing good top speed of mid the 20's and cruising speeds at around 18 to 21 knots with very good fuel economy," he says.

One option being offered to prospective owners is for the boat delivered in Croatia, where they can enjoy the attractions of the Adriatic, before having the 620 shipped home. Anywhere this boat ventures or docks it will turn heads, not only is it stylistic and elegant, but also ultimately practical. ○

www.outerreefyachts.com



MODEL	Trident 620
BUILDER	Outer Reef
COUNTRY OF BUILD	Croatia
LENGTH OVERALL	18.80 metres
BEAM	4.93 metres
DRAFT	1.22 metres
DISPLACEMENT	28.58 tonnes half-load
HULL	Vinylester Infused FRP
FRESHWATER CAPACITY	890 litres
BLACKWATER CAPACITY	568 litres
GENERATORS	1 Cummins Onan 17kW generator 50HZ
GALLEY APPLIANCES	Fridge, freezer, cooktop, micorwave, GE garbage disposal, exhaust hood
OWNER & BERTHS	6 persons 3 staterooms
CREW	2
CLASSIFICATION	Unlimited Ocean Category A
PRICE	AU\$2.6M (tested)