

MADE TO ORDER

Outer Reef's second 860 CPMY shows off her semi-custom chops.

Stepping into the salon of hull number two of Outer Reef's 860 model, one thing is instantly clear: This is no rank-and-file production boat. Although the Outer Reef 860 Cockpit Motor Yacht (CPMY) is a series model based on an 80-foot hull with a 6-foot cockpit extension, hull number one launched with a contemporary interior design. This yacht pays homage to traditional nautical styling. The salon has a teak-and-holly sole, solid teak cabinetry and teak walls with elegant raised paneling handcrafted by the artisans at Outer Reef's shipyard in Taiwan. The traditional theme is carried throughout the boat—even to the crew quarters, which are finished to the same high standard as the rest.

"Our boats are pretty much custom-built on the inside, as long as the changes don't affect the structural integrity of the boat or its seakeeping ability," said Outer Reef Yachts General Manager Michael Schlichtig. "It's a more difficult way of building boats without a doubt, but we try to give our customers the latitude to build the boat with the décor they want."



LEFT: The Outer Reef 860 CPMY has room for an optional 17-foot AB Inflatables tender on the boat deck. LEFT: Hull number one showcases the model's bold lines.



The owners of hull number two worked with Outer Reef Yachts interior designer Deborah Manzi to achieve the classic look they desired.

“Usually I am involved almost from day one,” Manzi said. “I have a design room in our office in Fort Lauderdale. I also take owners to Design Center of the Americas and some of the other showrooms in the area.”

According to Schlichtig, new boat contracts have an allowance for the décor, which enables owners to work with outside designers. However, having an in-house designer gives owners the most bang for their buck, as Outer Reef doesn't charge extra for the time.

In the design process for hull number two, the owners opted for loose furniture in the salon, with twin ottomans fronting the sofa instead of a coffee table for a more casual look and feel.

Custom furniture was constructed locally in Dania, Florida, by IK Yacht Design. Outer Reef's in-house woodshop crafted the extensive built-in cabinetry along with boxed window frames and an expandable teak card table. This card table replaces the standard dining room table in the forward part of the salon. Since the owner's family prefers dining on deck, they requested a longer-than-normal custom teak table and bench settee on the aft deck, seating up to 12 people. While most 860 CPMYs have mirror-image stairways to the cockpit, this yacht has only a starboard stair. “The owners opted against the portside stairs to

accommodate for the longer table,” said Schlichtig.

The owners of hull number two also took advantage of Outer Reef's willingness to customize the accommodations. In lieu of the standard queen-berth VIP forward, they opted for a more traditional nautical raised V-berth stateroom. The portside guest stateroom is outfitted with standard twin berths, and the full-beam master suite is atypically sparse. It has the standard king-size berth and built-in bureaus, but the owners decided against the usual vanity. The lack of furniture enhances the feeling of spaciousness, while headroom—which is about 6 feet 5 inches (and closer to 7 feet in the salon above)—adds another dimension of luxury.

The master head, with twin sinks, shower and private stall, is tucked to port behind the king berth bulkhead. To starboard is a walk-in closet with a hidden door to the engine room, providing the crew with a secret passageway to the guest accommodations for efficient, out-of-sight room servicing. The yacht's electrical distribution panel is also in the closet—perhaps an odd location until you consider that Outer Reef's yachts are built to be owner-operated if desired.

The owners of hull number two employ a captain, although they are still highly experienced yacht owners. And it's a safe bet the same is true for most of Outer Reef's customers, who appreciate the long-range capability and seaworthiness designed into just about every inch of these yachts.

For an oceangoing explorer yacht, the 860 definitely looks the part—salty, with her Portuguese bridge

ABOVE: The interior design is rich in traditional teak but also includes comfortable, loose furniture in the salon.

BELOW: The owners specified an extra-long aft-deck table and settee.



ON BOARD
OUTER REEF 860



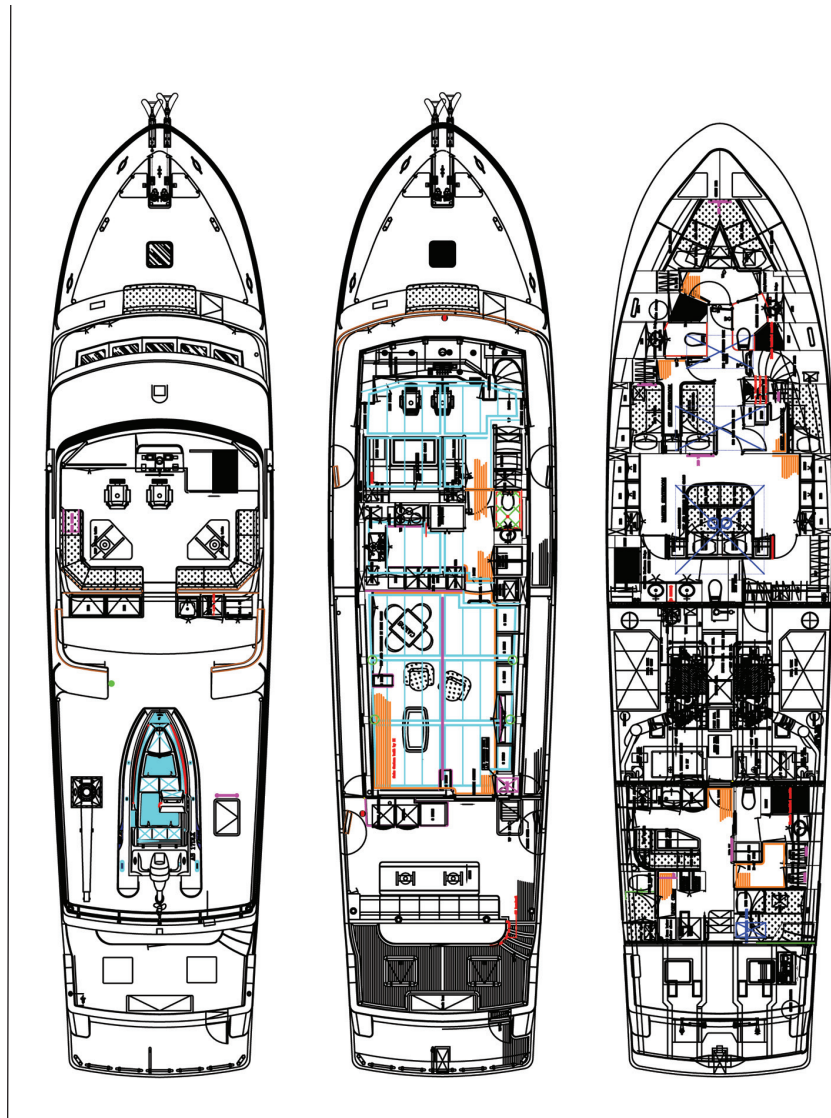
ABOVE: The full-beam master stateroom features a king berth surrounded by teak cabinetry. Behind the bulkhead is a walk-in closet and a head with twin sinks, shower and separate stall.

and raked pilothouse windows. “Everything we build is built to Open Ocean A guidelines,” notes Schlichtig. “The yachts are designed to be self-sufficient and capable of unrestricted navigation on open seas in rough or even hostile conditions.”

The 860 CPMY has a semi-displacement hull with a full-length keel that extends below the running gear. Built of heavy-duty fiberglass with closed-cell Diviniceel PVC coring above the waterline, it is laid up with vacuum-bag construction for better resin penetration and greater strength. The hull is then treated with five coats of epoxy osmosis barriers for ultimate water resistance.

Among a long list of seakindly features on board the 860, the engine room deserves a special note for its 6-foot-5-inch-plus headroom, access to at least three sides of the Caterpillar diesels and Northern Lights gensets (the owners upgraded from 25 kW to 30 kW) and the chilled air conditioning system, which is standard on all Outer Reef Yachts 65 feet and up. Outer Reef prides itself on a standard noise and vibration reduction package, which includes gasketing every interior door to minimize the possibility of rattles. ABT Trac 250 stabilizers with 7.5-square-foot fins are standard, as are sea chests—an Outer Reef hallmark.

Full walkarounds ease access from stem to stern during docking maneuvers. The pilothouse and flybridge helm stations, each equipped with standard Stidd helm seats, provide two virtually redundant driving experiences to choose from, depending on the weather.



LOA: 85ft. 8in. (26.11m)
BEAM: 21ft. (6.4m)
DRAFT: 5ft. 6in. (1.67m)
DISPLACEMENT: 95 tons
CONSTRUCTION: FRP
ENGINES (standard): 2 x 705-bhp Caterpillar C12
ENGINES (option): 2 x 1,134-bhp Caterpillar C18
SPEED (max./cruising): 14.8 knots/10-11 knots
FUEL: 3,000 gal. (11,356L)
WATER: 500 gal. (1,893L)
PRICE: on request

Note: Speeds reported are two-way averages measured w/ Furuno GPS sensor. Range based on 100% of advertised fuel capacity. All performance data supplied by builder.

| RPM | KNOTS | GPH | RANGE |
|------|-------|-------|--------|
| 600 | 4.5 | 0.6 | 23,750 |
| 1000 | 7.5 | 10.1 | 2,228 |
| 1200 | 8.9 | 15.4 | 1,734 |
| 1500 | 10.6 | 30.1 | 1,056 |
| 1700 | 11.7 | 43.3 | 830 |
| 2000 | 12.8 | 64.9 | 592 |
| 2300 | 14.65 | 101.8 | 432 |
| MAX | 14.8 | 106.3 | 418 |

Designed to make long-range offshore passages while providing guests with luxurious accommodations, the flagship of Outer Reef’s Cockpit range stands true to form. It’s what you see on the inside, however, that separates this yacht from the production boats on the block. **Y**

For more information: 954 767 8305, outerreefyachts.com