



The interior combines modern styling with bomb-proof fit and finish



### HIGHLIGHTS

- Zeus pod drives
- Beautifully engineered
- Full-beam master cabin

## Outer Reef Trident 620

A whole year has now passed since this boat was due to make its European show debut, but there was no missing it this time around as it towered over its neighbouring boats including the Outer Reef 800 berthed alongside. If that weren't enough, we were also treated to a brief run out in it to demonstrate its unusual Tri-brid hull design, which is claimed to combine the stability and rough weather comfort of a semi-displacement hull form with the speed and efficiency of a planing craft.

We plan to carry out a full sea trial on a brand new boat later this year as we didn't manage to achieve the full 25 knots which the 620 is said to be capable of during this brief test (the show boat came straight from its owner's busy summer cruising schedule and had yet to be fitted with the latest propellers and stabiliser settings). That said, 20 knots is still a decent result from twin 550hp Cummins Zeus pods given its considerable size and 28.8-tonne displacement.

It certainly feels like a big beast to helm. The steering is uncannily light but there is a notable delay between inputs and response that takes a bit of getting used to. The stabiliser fins also seem to work better once the boat has picked up a bit of speed, although we weren't

brave enough to see how they coped with a full-lock, full-speed turn. We're not sure it even matters that much as this boat isn't about lightning-swift responses, it's about comfortable and efficient cruising over long distances and through any weather. It delivers on both these fronts. It batted aside the waves off Cannes as if they were mere ripples on a pond and felt just as relaxed (and sounded very nearly as quiet) charging

along at 20 knots as it did at 6 knots. In fact, we suspect most owners will stick to 9-10 knots for the majority of the time to take advantage of its extraordinarily parsimonious fuel burn of just 27 litres per hour, giving a range of 1,000nm from its 2,700-litre tanks.

For a trawler yacht (albeit a fast one), the interior is also a revelation combining contemporary style and plenty of space and natural light with the fit, finish and bomb-proof solidity normally only found on more traditional craft. The full-beam owner's cabin with its frosted glass doors into the separate

ensuite shower and heads is particularly successful. Two further guest cabins, each with their own ensuite bathrooms, and a sociable aft galley saloon leading up to a raised seating area opposite the helm provide exactly the set-up most owners will be

looking for. If this doesn't sell it to you then the machinery spaces surely will. A separate staircase at the aft end of the saloon leads

down to a workshop and double ensuite crew cabin as well as a watertight door opening into one of the largest and best sorted engine rooms we've ever seen on a boat this size. For a certain breed of owner, this is the true meaning of luxury.

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### AT A GLANCE

**Length** 61ft 8in (18.8m) **Beam** 16ft 2in (4.93m) **Engines** Twin 550hp Cummins 6.7-litre Zeus  
**Top speed on test** 20 knots  
**Price from** €1.19 million ex VAT



Aft galley leads up to raised dinette and helm



Clever master cabin incorporates glass doors into ensuite

