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2015

Mind's

THE SECOND SEMI-CUSTOM OUTER REEF 860 CPMY
REFLECTS THE OWNERS' PARTICULAR NEEDS. BY LOUISA BECKETT

Eye



LOA: 85'8"
BEAM: 21'0"
DRAFT: 5'6"
DISPL.: 190,000 lb.
FUEL: 3,000 gal.
WATER: 500 gal.
STANDARD POWER: 2/705-hp Caterpillar C12
TEST POWER: 2/1,136-hp Caterpillar C18
TRANSMISSION: ZF, 1.971:1 ratio
PROPELLERS: ZF 4-blade 36.5 x 26.5
PRICE: Upon request



A 2014 EDITORS' CHOICE AWARD WINNER



Stepping into the saloon of Hull No. 2 of the Outer Reef 860, one thing is instantly clear: This is no rank-and-file production boat. Although the 860 Cockpit Motor Yacht (CPMY) is a series model based on an 80-foot hull with a 6-foot cockpit extension, Hull No. 1 launched with a contemporary interior design, which pays homage to traditional nautical styling. The saloon has a teak-and-holly sole, solid-teak cabinetry, and teak bulkheads with elegant raised paneling handcrafted by the artisans at the builder's shipyard in Taiwan.

"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."

The owners of Hull No. 2 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 Ft. 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 No. 2, the owners opted for loose furniture in the saloon, 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 Beach, 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 table in the forward part of the saloon. 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.



A nonskid surface and stainless steel safety rails are smart design decisions for the flying bridge.



The Outer Reef 860 CPMY comes with a “use or lose” \$60,000 interior décor allowance, which allows the owners to create virtually any ambience they want.

While most 860 CPMYs have mirror-image stairways to the cockpit, this yacht has only starboard stairs. “The owners opted against the portside stairs to accommodate for the longer table,” said Schlichtig.

The owners 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 traditionally 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 saloon 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 door at the back that provides “secondary egress” from the engine room, a safety feature that is often found on commercial vessels, but not so much on recreational ones. 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 employ a captain, although they are highly experienced boaters. 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 and raked pilot-house 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 Divinycell 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.



From the Stidd helm chairs to the large custom-built wooden wheel, the lower helm was designed for serious cruising.

► To see even more images of the stunning Outer Reef 860 CPMY, visit www.pmymag.com



Sunbrella fabric is a smart choice for covering furniture in the aft deck area, which often takes a beating from the sun and wet bathing suits alike.

Among a host of seakindly features onboard the 860, the engine room deserves a special note for its 6-foot-5-inch-plus headroom, good 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-water air-conditioning system, which is standard on all Outer Reef Yachts 65 feet and up. The company 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.

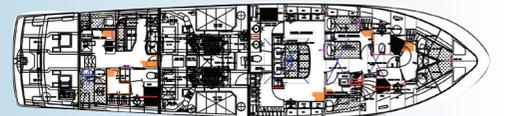
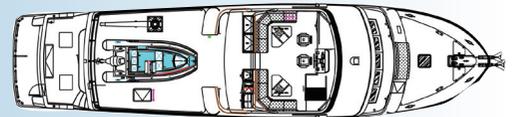
Full walkarounds ease access from stem to stern during docking maneuvers. The pilothouse and flying-bridge helm stations, each equipped with standard Stidd helm seats, provide two virtually redundant driving experiences to choose from, depending on the weather.

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 all the other production boats on the block. □

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

NOTEWORTHY OPTIONS:

Dual 30-kW (60 Hz) Northern Lights generators w/ sound shields; two Maxwell VWC4000 hydraulic windlass & dual anchor rollers; 1,800-gpd Max-Q watermaker; four additional AGM house batteries; Aqualuma 3 Series underwater LED lights. (Prices available upon request.)



TEST CONDITIONS:

3,000 gal. fuel, 500 gal. water, 16 persons aboard. Speeds are two-way averages measured w/ Furuno GPS display. GPH estimates taken via Caterpillar computer display.

RPM	KNOTS	GPH	RANGE
1000	8.4	6.4	3537
1200	9.8	16.2	1620
1500	11.8	31.9	999
1700	12.9	46.6	765
2000	14.3	69.0	567
2300	16.1	101.8	432
MAX	16.7	113.4	405

(Performance data and test conditions supplied by builder.)