

# BOUND FOR OPEN WATERS

*The seaworthy 620 Trident expands the reach of Outer Reef's line of luxury motoryachts into the long-range passage-making arena.*

By John Wooldridge



*The popular trend of placing the galley aft in the salon enables easy serving for meals served alfresco.*

If the Outer Reef 620 Trident shape, performance and style tells you anything about where former 9-knot distance-cruising owners are headed, it is this: Time is of the essence. Having the capability to efficiently cruise at 9 knots makes sense for those folks whose goals occasionally include long-legged, time-gobbling passages to distant destinations. But for those whose lives are time-constrained between those passages, speed on demand helps manage their day-planners, shortens the time between favorite nearby destinations and homeports, and lets them reach safe harbor faster when the weather threatens.

Time, especially an owner's time, was certainly on the mind of Jeff Drucek, founder and CEO of Outer Reef, when he approached noted naval architect Ward Setzer about a vessel design that was separate but equal to the company's well-regarded line of classic motoryachts. Efficiency underway and precise handling in close quarters, excellent seakeeping across a range of conditions, and luxurious furnishings in a livable layout were surely part of Drucek's entire equation.

Setzer's solution for a modified-vee hull and running surface is notable. The high bow should handle large waves in open water with aplomb, while the pronounced flair forward and the full-length spray chine that drops down to the waterline should work together to keep the foredeck and side decks dry in most conditions. The stem is not quite plumb, with a subtle curve at the top, but the sharpness of it carries down well under the waterline and aft. It is worth noting that the swim platform extension is a component of the hull, adding more leverage for planing as well as solid mounting for the hydraulic swim platform lift. For maximum protection, there's a full-length keel that extends below the running gear.

Power selection addressed time, efficiency and handling in one broad stroke. Twin 550-hp Cummins QSB 6.7-liter diesels w/Zeus pods can propel the 620 Trident to 20 knots in the right conditions, but the best efficiency and range is

found between 9 and 12 knots. Outer Reef also offers twin 600-hp Cummins QSC 8.3-liter diesels as an option. Add to that equation the notable handling qualities of the Zeus Drive pods, and even the greenest of owners should be able to dock this 23-ton (half load) yacht with precision. It's important to remember, too, that the Zeus Skyhook feature will hold the yacht in place automatically, a boon for those waiting for a bridge in windy or strong current conditions, or for those who are operating shorthanded and need to set or retrieve lines and fenders without worrying about drift.

The construction of the 620 Trident hull is a robust vinylester resin-infused layup with a PVC core sandwich, beginning with premium gelcoat and a vinylester barrier laminate for optimal osmosis protection. Wherever hull or deck attachments exist, the fiberglass is solid laminate. A molded stringer/grid system adds stiffness and strength to the hull—one of only three molds that form the entire structure. One other hull feature is noteworthy: Integrally molded rub rails along the hull

sides are capped with stainless steel strips to prevent hull damage from pilings. Tempered glass is used for safety; salon windows are 3/8-inch thick and pilothouse windows are 1/2-inch thick.

True standup headroom for a 6'3" boating writer, or owner, is a prime hallmark of the engine room. Two watertight bulkheads and a

## SPECIFICATIONS

- LOA:** 61' 8"
- Beam:** 16' 2"
- Draft (half load):** 3' 6"
- Weight (half load):** 51,000 lbs.
- Fuel/Water:** 800/185 U.S. gals.
- Power:** 2x 550-hp Cummins QSB6.7 with Zeus pods
- Fast Cruise Speed:** 18-20 knots (speeds may vary based on selected optional equipment)
- Range:** 1,515 nm at 9 knots
- MSRP:** Price upon request
- Contact:** Outer Reef Yachts  
[outerreefyachts.com](http://outerreefyachts.com)  
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With side gates port and starboard, as well as two molded stairways leading up from the swim platform, access to the aft deck from high and low docks is well thought out. The aft deck, side decks and fore deck are all non-skid patterned, white finished gelcoat (teak planking is optional), and there are stout 316 stainless steel handrails with teak caps atop tall bulwarks leading fore and aft along the sides. Outer Reef specifies a 24-volt DC Maxwell VWC-2500 vertical windlass on the foredeck handling a 75-lb. stainless steel Ultra anchor and roller.

Reflecting a popular trend, the galley is located aft in the main salon and to starboard, making it as easy to serve meals on the aft deck (which is well protected by the boat deck overhang) as forward on the dinette/settee area to port of the lower helm (an optional galley layout is available). A hinged aft bulkhead can be locked up, working with the opening

stainless steel door to tie together the continuous, open feeling of the aft deck to the salon. Two swing-away stools mounted to the centerline serving bar adjoining the galley allow for informal seating that keeps the crew in close proximity to the chef. There's also a comfy lounge along the port side for relaxing or, perhaps, a postprandial nap.

Corian countertops with under-mounted stainless steel sinks add beauty and utility to the galley. A host of cabinets and drawers with full extension guides and push-button locks help organize the chef's favorite tools and dinnerware. Outer Reef specifies Vitrefrigo drawer-style refrigerators and freezers, a compact oven/microwave and dishwasher from Bosch, an Electrolux exhaust hood over the Foster induction cooktop, and a GE garbage disposal—all the right stuff.

The lower helm, like the flybridge helm up top, is on the centerline, offering good sightlines all around. A watertight door opens to the starboard side deck, handy for quick access to handle docklines or monitor the windlass, anchor and chain progress. (There's also a remote anchor control in case the weather is dismal and the protection of the pilothouse beckons.) A custom helm seat makes watch-standing more comfortable, and the console is large enough to accommodate two engine displays, two NSS16 EVO2 Simrad combo MFDs (with a Simrad 19nm open-array digital radar), and



Galley, dining, salon, and lower helm are all within easy reach for sharing of meals and conversation.

a Cummins Vessel View display with autopilot and trim tab functions. Twin NSS16 EVO2 combo MFDs are also found on the flybridge helm, along with Cummins engine controls and Vessel View display, as above.

Within easy reach of the custom Outer Reef wood steering wheel are Cummins throttle and pod controls, and a C-Zone system screen monitors and switches (among other things) shorepower and generator current and voltage, the DC inverter/charger current and voltage, house and engine battery condition and capacity, and tank levels—sort of the Swiss

watertight pantograph engine room door on the transom, leading into the lazarette, isolate the compartment very well. There's more than enough room around both engines for maintenance even taking into account the standard 20kW Cummins Onan Quiet genset. Also standard are a fuel polishing system, a fuel management system, and a Fireboy fire suppression system that includes both intake and outlet air shutdown louvers. There are two Racor 1000 MA single fuel filters for the main engines and another one for the genset. Experienced cruisers will appreciate the fact that all tanks have inspection and cleaning ports.

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The full-beam king master offers a calming, spa-like retreat from a day of long-distance cruising.

Army Knife of systems monitors. Not seen but also standard are Simrad's RZ 90 Black Box VHF with AIS/RX/PA capabilities, sonar hub module and a Class B AIS. Two other really nifty items are the Wilson Electronics wireless cellular amplifier for those times when you're cruising on the ragged edge of No Signal, and the Iris closed circuit TV cameras monitoring the engine room and the aft deck.

The accommodations level is reached from the pilothouse down a curving stairway ending in a landing. The full-beam master stateroom extends from amidships aft offering a king-size berth, loads of storage, nightstand tables, and a private ensuite head. Large in-hull bonded windows give excellent views on both sides. The VIP stateroom is forward, furnished with a tapered queen-size berth with steps on either side for easy access, and it also has a private ensuite head. The guest stateroom to port includes two bunk berths and good storage, and, amazingly, a private ensuite head.

The flybridge seating and helm area is large enough for a lounge with table as well as two helm chairs, all under a protective hardtop that features a sliding sunroof for those times when an abundance of fresh air and sunlight is desirable. Two steps down to the boat deck gives owners access to an optional outdoor kitchen or the molded stairs leading down to the aft deck. The boat deck is large enough for an optional crane and RIB dinghy, is well protected by stainless steel railing, and will accommodate a flock of folding chairs for day-trippers. Incidentally, Outer Reef also offers the 64 Trident as a bridgeless Solara model if owners prefer a single lower helm.

If you know the Outer Reef brand, it's a safe bet that you understand the high quality of the build, which is a Jeff Drucek hallmark. He'll be the first to tell you "As an owner of an Outer Reef, true freedom is discovery and exploration without boundaries. With our experience in building yachts of the highest classification standards, coupled with our team's obsession with placing our customers first, there are no limitations to your journeys and dreams." If you're considering a multi-mission cruising yacht, take a close look at the 620 Trident or its two larger sisterships, and plan to discover and explore according to your own wishes. 🦋