

SEAZEN II

TEXT: DANIELLE ARAGON

The brand new crew of *Seazen II* were eager to sail their new charge and see how she handled Miami's Biscayne Bay. Captain John and his girlfriend, having only arrived on board two days earlier, took their first day out on the water in stride. From the steps of the Bayside Marketplace where this 70ft Sunreef towers over the other cats in their slips, her slick lines, streamlined look and tan hull instantly set her apart from the rest of the shorter, smaller sailers.

Coming aboard can only be done from the stern if it is a low dock, and as *Seazen II* was moored to port we had to hop on the dinghy and then step on board.

A semi-custom build, the owners of this particular 70 have opted for a Japanese-style interior. The Poland-based yard offers two styles in its 70ft series: a classic or modern layout. Both versions offer the galley up or down. *Seazen II's* owners opted for the modern look, but with a couple of tweaks to the layout.

Everything on this cat is hand-picked by the owners, from the linens to the spouts in the wash basins, to the teak decking. The Japanese-inspired interior is most imminent in the contrasting dark wenge and white oak, intricately placed to resemble Japanese tatami mats. Shoji-inspired cabinets line the walls of the galley to port and the helm forward, while to starboard, an L-shaped, wenge settee and table complete the main deck décor.

Below, the starboard-side hull comprises a VIP en suite and forward, the owner's stateroom. Each suite is showered in light by six partitioned windows that mimic the tatami-inspired floors and ceilings of the main deck. The owner's stateroom follows the decor of the rest of the interior, with cream-colored linens and red accents. Here, Sunreef has improved on the layout of their 62-footer and used the extra eight feet to allow

Easily recognized by two sets of partitioned hull windows, *Seazen II* is a refreshing reprieve from the monohulled sailing yacht.



access to the starboard-facing bed from all sides. Closets and cabinets abound, completing the Japanese look with their resemblance to shoji screens; the yard opted for the faux look for easy cleaning and longevity.

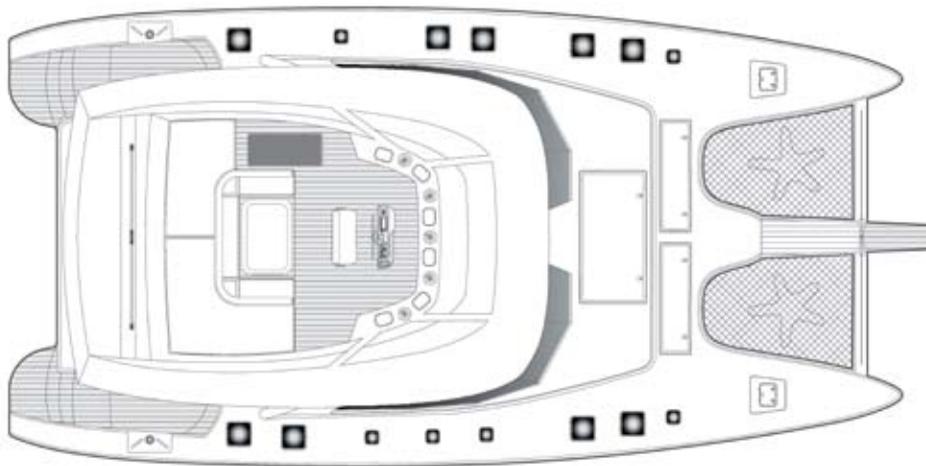
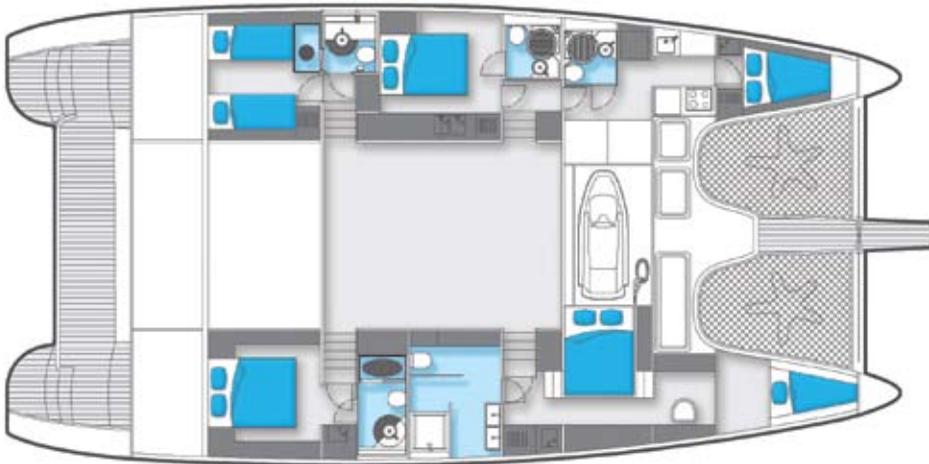
The portside hull has another stateroom aft, which on Sunreef's classic layout, would have had a double bed. Here, the owners opted instead for twin beds and a Pullman for an extra guest – arrangement that allows for more storage space.

Forward of the twin and below from the galley in the portside hull is yet another stateroom with a double bed. Forward of that, through a door, are the crew quarters. The 70 can be crewed by a couple, as this one is, but there is a second crew berth in the forward part of the starboard hull, which can be reached through a porthole forward, if a third crew member is needed.

Covered by the flybridge overhang, the aft deck has two teak tables for al fresco dining – a larger one aft and a smaller one to starboard. Two lounging seats with brown and red cushions are to port and starboard here, for enjoying the outdoors under cover. Set into the overhead above, tiny LED lights glow to resemble the night sky. Aft of the larger dining table, a platform has been added for tender stowage, but on smaller Sunreefs, the tender is suspended right behind the table by a crane. The platform on this 70 also doubles as a fishing and diving platform. Next to the table, a small, camping-style barbecue has been affixed to the railing for quick grilling.

Up top, the flybridge has identical redundancies to the main deck bridge, and, since the tall superstructure doesn't have the best visibility for mooring, Sunreef provides a solution by adding wingstations on both sides. The area is covered with a removable overhead for sun-worshipping guests, who can sit behind the captain at a teak table or aft, relaxing on the sunpads. During





SPECS

LOA: 70ft (21.4m)
LWL: 63ft (19.2m)
Beam: 33ft (10.1m)
Draft: 5ft (1.52m)
Displacement: 39 tons
Rig: Sloop
Sail areas: Main sail, 1,528sqft; genoa, 958sqft; solent, 560sqft; gennaker, 1,938sqft
Sailmaker: Incidences
Furling systems: Profurl
Winches: Harken
Engines: 2 x 240hp Yanmar
Speed (max/cruise): 20/12 knots
Range: 2,000nm @ 8 knots
Fuel capacity: 1,057 gallons
Thrusters: N/A
Stabilizers: N/A
Generators: Kohler
Freshwater capacity: 206 gallons
Grey/Black water capacity: 90/72 gals
Owner and guests: 9
Crew: 3
Tender: Yachtline Deluxe 480
Construction: Composite
Price guide: €1.8M (base)
Classification: MCA
Naval architecture: Sunreef Yachts
Exterior styling: Sunreef Design
Interior design: Sunreef Design
Sales broker: Sunreef Yachts
Charter broker: Sunreef Yachts Charter
 Tel: +48 58 769 7796
 Email: info@sunreef-charter.com
Charter rates: Caribbean, \$39,500 per week plus expenses; Mediterranean €32,000 per week plus expenses
Builder/Year: Sunreef Yachts/2008
 Ul Doki 1 Hala 41a
 80-958 Gdansk, Poland
 Tel: +48 58 769 7777
 Email: info@sunreef-yachts.com
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the sea trial, there were at least fifteen guests aboard, not counting crew, and all found comfortable spots from which to enjoy *Seazen II* as she plowed through the choppy Biscayne Bay.

On the main deck forward, a personal watercraft is stored below deck, where there is room for other water toys. The forward deck can also be covered with sunpads or another tender if need be. A crane is hidden underneath the teak deck and easily folds out to launch water toys. Forward of this area are the spacious nets where guests can sunbathe and watch the water rush by the twin hulls.

Watching the the sails hoist effortlessly, it is apparent that Sunreef has mastered the ability to automate sail functions. Under sail, *Seazen II* has achieved 12 knots; she sailed most of the way from Poland on her own bottom and made it in record time to Antigua in December for the charter show – with her tanks half full.

Heading back to our dock, Captain John looks happy with his new job; there are some new things to get used to, but nothing a couple of weeks of chartering in the Bahamas and Caribbean can't fix.

Up next for the yard is a 102ft double-decker sailing cat, a new 70 power cat and a 114ft catamaran. With capabilities to build up to 200 feet, a 150ft megacat is on the drawing boards. |

Seazen II's efficiencies extend beyond fuel consumption – her sail functions are completely automated.

