

# SUPERYACHT

## B U S I N E S S

Industry insight for decision makers

### USA Round-up

How are America's yards coping with low consumer confidence and the threat of a new luxury tax?

### Peace dividend

The dream team of investors transforming a former naval base into an Adriatic superyacht hub

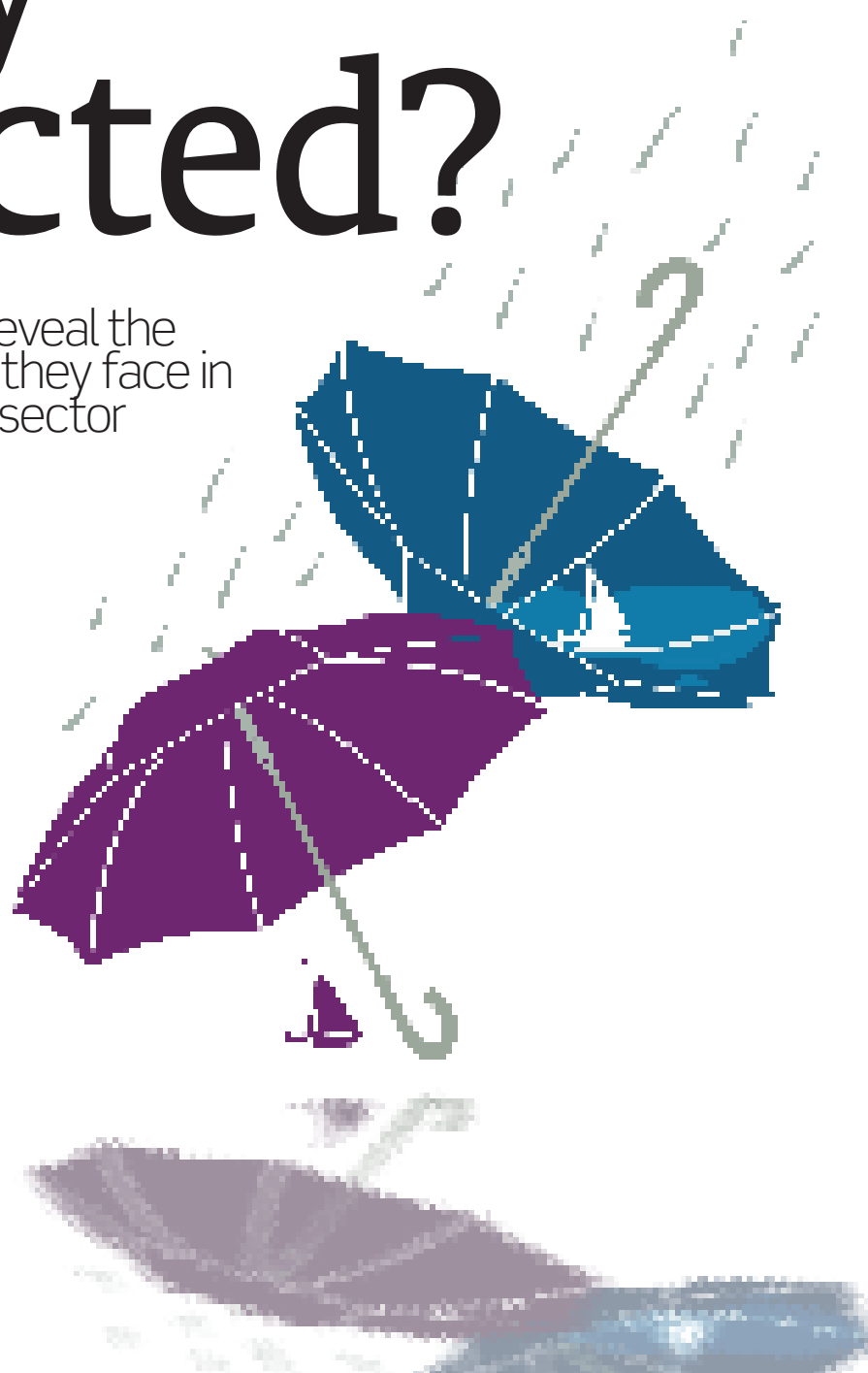
### Kingship

Roger Liang explains the bright future he sees for green new builds in China



# Fully protected?

Leading insurance providers reveal the challenges — and rewards — they face in underwriting the superyacht sector



### Australian refit

Choosing the best facilities in Brisbane and the Gold Coast

### Guns onboard

News update on the UK's latest move to beat pirates

### Sunreef selection

The preferred contractors for a 34m new build catamaran

# Che

TO SUCCESSFULLY COMPLETE ITS 34M CATAMARAN, SUNREEF BROUGHT TOGETHER A WORLD-BEATING TEAM OF CONTRACTORS  
**CLAIRE YOUNG REPORTS**



## SUNREEF SHIPYARD



**Thomas Serré, chief naval architect and project manager**

Our choice of contractors was a logical result of many years of fruitful cooperation and total trust. All of the contractors we used

on *Che* are the best in their fields.

Lorima, for instance, have great expertise in constructing the tallest performance carbon masts. They have mastered cutting edge production technology and are one of only a few firms able to build such large one-piece masts.

Incidences, meanwhile, supply racing yachts and three quarters of the catamaran market, so their sails are constantly undergoing round-the-world trips and come with a lot of technical feedback.

As Harken are the world leader in rigging we asked them to provide us with purpose-made cars and blocks within the T-track system.

And finally, Cummins is known for its expertise in marine engines, so their products are always reliable and perform very well.

## ENGINES

**Piotr Jacewicz, regional sales manager, Cummins**



This project has been a great opportunity and a huge challenge for Cummins.

It includes several unique technical arrangements and features that have never been used on any other vessel in the world.

We knew that working on *Che* meant providing one-off solutions, but the prestige related with powering this piece of art, rewarded all of our effort.

## SAILS

**Bertrand Cudennec, commercial director, Incidences**



*Che* was particularly interesting for us because it allowed us to

apply the experience we have with maxi racing cats to large cruising catamarans. Both type of boat require maximum reliability and high performance, so we've made sure the sails on this Sunreef 114 have optimal performance, easy handling and longevity — important elements for all cruising yachts.

## STRUCTURAL CALCULATIONS

**RIVOYRE INGENIERIES**

Sunreef's naval architects studied *Che's* performance and sea capability using advanced computational fluid dynamics in collaboration with one of the leading experts in the field, French firm Rivoyre Ingenierie, which is based near Antibes. The calculations were then applied to a finite element analysis to optimize all structural parts



**Right: *Che* was finally launched in July 2010 at Sunreef's yard in Gdansk, Poland**



### CARBON MAST

**Vincent Marsaudon, director, Lorima**

We have been producing carbon masts for racing projects for more than 20 years. We progressed naturally into cruising yachts, so were pleased to work with Sunreef — a yard known for its top of the range cruising yachts.

New developments are always being made for events such as the America's Cup, Vendée Globe, and Volvo Ocean Race. Sunreef wanted us to supply this kind of technology and performance in order to satisfy their elite clients who want to combine luxury and high technology.

### WINCHES & DECK GEAR

**Giampaolo Spera, CEO, Harken**

Harken is proud to have supplied equipment to *Che* — the world's second largest sloop-rigged catamaran. Her 20kt top speed and large sailplan were challenging. To manage such high loads, we chose to use performance winches, megayacht blocks, and a CRX roller traveler mainsheet system. A 50mm Switch T-Track Battcar system has made raising, reefing, and dropping the sail easier, and cut the stack height in half.



**Above: After her launch *Che* was put through initial seatrials before having her mast stepped**

## CHE SPECIFICATIONS

### TECHNICAL DATA

- ▶ **Material:** Aluminium structure/carbon mast and boom made in-house
- ▶ **Length:** 34m
- ▶ **Waterline length:** 32m
- ▶ **Beam:** 13m
- ▶ **Draft:** 2.5m
- ▶ **Displacement:** 115t
- ▶ **Mast height:** 47m
- ▶ **Mainsail:** 390m<sup>2</sup>
- ▶ **Gennaker:** 415m<sup>2</sup>
- ▶ **Genoa:** 210m<sup>2</sup>
- ▶ **Solent:** 100m<sup>2</sup>
- ▶ **Storm jib:** 25m<sup>2</sup>
- ▶ **Engines:** 2 x 455hp Cummins
- ▶ **Fuel capacity:** 2 x 9,000lt
- ▶ **Water capacity:** 2 x 2,650lt
- ▶ **Classification:** Bureau Veritas and MCA
- ▶ **Interior design:** Sunreef Yachts
- ▶ **Construction:** Sunreef Yachts

**“This has been** a great opportunity and a huge challenge — it includes several unique technical features that have never been used on any other vessel in the world”



### TRACKING SYSTEM

**Christophe Allan, managing director, Advanced Tracking**

Having worked with Sunreef for a number of years Advanced Tracking (AT) is currently supplying devices to all Sunreef catamarans. Working on *CHE* was particularly interesting as it's the largest yacht from the yard. Our AT tracking devices provide comfort and peace of mind for owners and crew by allowing them to locate their yachts in real time.

**TO SEE VIDEO** of *Che* being launched — and having her mast stepped — simply use your

smartphone to scan the QR code (right). A good QR reader app will automatically redirect you to our informative links and exclusive videos.

