

Sunreef Eco 80

Photography: Richard Taranto Superyacht Creative

A family's search for anything but a fuel-guzzler led them to building an 80 Sunreef Power Eco – the result is a tailored yacht that makes the most of electric tech as well as owner-specified enhancements, according to Diane M. Byrne.

SOLAR-POWERED PRIDE





The owner of *Sól* didn't intend on buying a new yacht, much less a catamaran. The story as to how this 80 Sunreef Power Eco came to be is as fascinating as it is funny. Although he and his multi-generation family had spent 25 years cruising aboard a 27-metre between New England and the Bahamas, they decided to sell the yacht about 12 years ago. Not ready to give up cruising, though, they spent the next decade chartering. "We thought, *that's the way to go, it'd be crazy to buy another yacht again,*" the owner remembers. "And then," he adds laughing, "my family ganged up on me."

His wife and grown kids said they missed the days of close time together. Although charters were nice, they just couldn't compare. "I said, that's great, but I'm not buying or building a diesel boat. We are climate-impact investors, doing business and philanthropy around climate change and sustainability – I'm not buying and running a boat that burns 50, 100 or 200 gallons an hour."

The family's response? "They started sending articles about electric yachts – I didn't even know it was a thing," he explains. "Pretty quickly, I did a bunch of homework."



And that's what led him to discover a YouTube video by Staley Weidman, a Florida broker and CEO of The Catamaran Company, showcasing a Sunreef Yachts project. Sunreef piqued his interest – as did another builder with in-water models rather than concepts. "I wasn't going to buy something that's not real," the owner says.

A subsequent visit to the shipyard with his wife, during which he spent two days

Above: The cat proved perfect not only for its ability to carry a large area of solar panels, but also for the prodigious outdoor spaces, including comfortable alfresco dining for eight.

Opposite: The owners made extensive changes both to the huge flybridge area and to the bow lounge, including moving the hot tub from up top to a perfect spot up forward.



AT A GLANCE

23.96 m
Overall length

12.22 m
Beam

95 t
Displacement

14 kn
Maximum speed

with Nicolas Lapp, Sunreef's Chief Technical Officer and Co-founder, grilling him with questions, and he was sold. "Sunreef was the way to go, and a catamaran was a by-product of wanting a green boat," the owner enthuses.

Even though he'd grown up boating, he'd never built a boat. "I needed to be comfortable," he admits, so during that initial visit, he poured over nitty-gritty details about the technology behind the 80 Sunreef Power Eco with Lapp, from how the solar panels work to the electric engines and the gensets.

Following the contract, he flew to the shipyard in Poland seven more times during the two-year design and build process. Gesturing around *Sól*, he explains, "We wanted to help Sunreef and show the world this is real and it works – and how cool it is."

Among the things that convinced him were *Sól's* 210 square metres of solar panels integrated into the hull, superstructure and hardtop, which are a solar skin, the result of Sunreef's own R&D. According to Sunreef, they're among the lightest weight photovoltaic systems, delivering 36 kWp of power. (Kilowatts peak, or kWp, is the power production under standard test conditions, generally equivalent to bright sunny days.) Suffice to say the system delivers plenty to keep the battery bank fed.

The 23.8-metre *Sól* has the largest battery bank of all recreational yachts up to 24 metres LOA, and it can power the twin 360-kilowatt electric engines plus the air conditioning and other hotel loads. The electric powerplants permit cruising silently and fume-free up to 300 nautical miles at 10 knots. "What we don't want is to hear or smell a generator,"



the owner says, so he worked with Sunreef to ensure the capacity was more than enough for the time he and his family – and charter guests in the Caribbean – plan to spend on board.

While there are gensets, they serve only as backups. In that capacity, the owner says they use one a maximum of one or two hours a week. And they confer another benefit – he says they can recharge the battery in an hour.

The owner further worked with the yard to incorporate enough chargers to accommodate different voltages and phases in anticipation of equipment varying supply. "If we're sitting at a dock for five days, the battery can charge while we're doing nothing except running a little air con," he explains, "unlike our 140-foot charters, where the generators were on 24/7

at the dock, and every time the wind changed we'd have to call the captain and tell him to switch off one side and turn on the other."

Additional things about working with Sunreef made him happy, too. For instance, he and his wife made custom requests well beyond the decor. They extended the bimini for a little extra shade over the sunpads, which also gave more solar panel space, and relocated the hot tub aft on the flybridge to the bow lounge. It replaces one of the two standard bow seating areas, better complementing an ample sunpad (also standard) here. Simultaneously, they felt moving it improved the aesthetics and layout up top, allowing seamless flow from an even larger sunpad aft to the seating and dining/



Top: The huge saloon offers guests and charterers a relaxing and informal beach-house feel, with inviting lounges and coffee tables that convert for dining.

Above: The master cabin features a transverse king with a spectacular view out, similar to the three guest cabins but with the luxury of additional space.

cocktail areas beneath the hardtop and on to the bar (with a pop-up TV) fully forward. They added an L-shaped buffet to starboard too, in proximity to the bar and dining area. Abundant stowage for glassware and dishes, along with a dedicated dishwasher, is in the bar as well. Though *Sól* sleeps eight in four cabins, the owner says they've had a lot of large functions on the boat for up to 30 people, so the working surface area is a real boon.

A significant custom request lies inside. To provide their chef with a larger work area, double the fridge and freezer space plus a



flip-up table, they wanted to move an internal stairway forward. Admittedly, they had no idea this would require additional extensive engineering and in turn additional expenses, but rather than dismiss the idea, Sunreef welcomed the challenge. "We wouldn't have done it differently," the owner asserts. "We didn't feel constrained in terms of design."

Having spent nearly 40 days aboard in the first four months following delivery, the owner is delighted his family ganged up on him. From composting on board to using only natural and alternative materials rather

Right: *Sól* wears her lightweight solar panels like a second skin on every surface from topsides to hardtop – a total of 210 square metres, which at 36 kWp is usually enough to top up the large battery bank that powers the yacht.

than leathers and teak, *Sól* proves that extra research and education can make all the difference. "Building a boat is complicated," he reflects – and adding in other global complications, it could have been a nightmare.

"I've really good things to say about Poland and Sunreef," he asserts. "Being able to make a call or be heard, having a great project manager you can talk to every week, and visiting whenever I wanted were all crucial."

The owner foresees future customers, especially those able to take advantage of the new facility in Dubai, benefitting too. Then he adds, "Co-founder Francis Lapp just keeps a foot on the pedal." [O sunreefyachts.com](https://www.sunreefyachts.com)
[raywhitemarine.com](https://www.sunreefyachts.com)

SPECIFICATIONS ➔



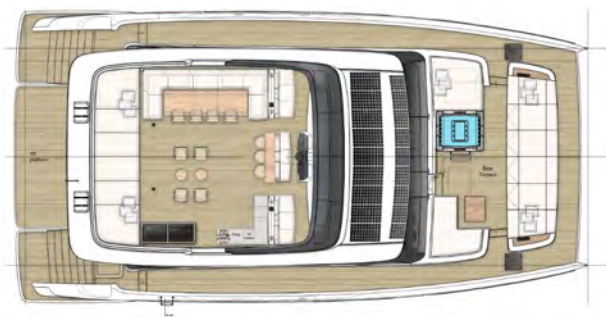
Sunreef Eco 80



1

FLYBRIDGE

Moving the hot tub to the foredeck means ample space for dining, cocktails, a bar and buffet counter; extended bimini provides additional shade up top.



2

MAIN DECK

Large cockpit with alfresco dining table, generous saloon with lots of lounges, plus interior dining option and a bar; huge foredeck area with relocated hot tub, snug/dinette and extensive sunpads.



3

LOWER DECK

Four cabins in the hulls, including master suite in starboard hull; upgraded galley located aft in port hull; three crew cabins means this is also a great layout for crewed charter operations.



SPECIFICATIONS

Builder	Sunreef Yachts	Battery capacity	1 MWh
Model	80 Sunreef Power Eco	Battery weight	5.2 kg per kWh
Country of build	Poland	Drive train	Electric propulsion
Year of build	2023	Gearbox	Direct drive
Designer	Sunreef Yachts	Speed (max)	14 knots
Naval architect	Sunreef Yachts	Speed (cruise)	11 knots
Interior exterior designer	Sunreef Yachts	Range	15,019 nautical miles at 5 knots
LOA (length overall)	23.96 metres	Fuel capacity	8,000 litres
LWL (waterline length)	23.526 metres	Freshwater capacity	2,300 litres
Beam	12.22 metres	Blackwater capacity	1,000 litres
Draft	4.2 metres	Generators (main)	Volvo Penta D8
Displacement	95 tonnes	Gen-set size	2 x 300 kW
Classification	A	Navigation electronics	Raymarine, Furuno
Hull superstructure	Composite	Underwater lights	SV20 LED
Hull type	Catamaran	Owner	King ensuite master suite in starboard-side hull
Number of decks	3	Guest berths	3 x queens spanning the twin hulls, with ensuites
Engines	2 x 360 kW	Crew	4 berths
Propulsion	Electric motor	Maximum people on board	12
Output	180 kW per engine	Warranty (hull)	3 years
Propellers	2 x CJR Propulsion LTD	Price (landed including options)	€8.5 million

14 knots

Speed (max)

11 knots

Speed (cruise)

8,000 litres

Fuel capacity

**15,019 nm
at 5 knots**

Range

95 tonnes

Displacement

€8.5 m

Price