

# OUTER REEF 63 LRMV



## GENTLEMAN CRUISER

The Outer Reef 63 is traditional yacht with serious long-range economy. **By Milt Baker**

**A**lthough Outer Reef Yachts is just 12 years old, it has already established an enviable reputation as a builder of well-built, do-it-all, fiberglass cruising yachts. With a salty trawler look, wide, protected side and afterdecks, and moderate draft, these semi-displacement boats offer an elegant way to cruise coastal waters and the islands in style and comfort. The first 63 LRMV carries on the Outer Reef tradition of genteel cruising at its finest.

### ACCOMMODATIONS:

The 63's workable three-stateroom, two-head layout has a full-beam master stateroom (king-size bed and en suite head) on the lower deck just ahead of the engine room. Forward, the VIP guest stateroom has a queen-size island berth on the centerline and it shares the starboard side head with a small portside stateroom (upper and lower bunks). Side-by-side twin berths are optional.

On the main deck, the pilothouse has the helm on the centerline, providing good sightlines for offshore running. An L-shaped settee and table with seating for four is adjacent on the port side. Within reach for conversation or serving food and drink is the elegant galley, just aft and to port. The optional center island closes the inboard side of the galley, making the chef safer should the boat rock unexpectedly. Lots of counter space and functional stowage ought to make cooking a pleasure.

The spacious saloon has a built-in L-shaped settee, a free-standing coffee table, end table, room for two wing chairs, and a TV that can be lowered from sight at the press of a button.

On the covered flying bridge is a Stidd chair, a large electronics console, and an L-shaped settee. Sightlines from the helm are an ideal 360 degrees. The Portuguese bridge, 42 inches high, provides a protected on-deck location and wave break ahead of the pilothouse. Access to the foredeck is by way of a hinged door.

### PERFORMANCE:

During a 50-mile run from Ft. Lauderdale to Palm Beach, we encountered a light breeze opposing the outflowing current at Port Everglades Inlet—not uncommon conditions but enough

that I could get a feel for what this vessel could do. The 63 bit right into the chop, spray rails and the generous flair in her forward sections knocking down the spray. Offshore, she carried through the seas with no hesitation, her keel kept her tracking straight, and the rudder had the authority to respond to the helm well at any speed. Not a hint of vibration anywhere. Her hull characteristics and solidity of build were certainly in line with a boat meant to take you the distance, and keep you safe while doing so. Furthermore, at 8.9 knots she burned 1 gallon per mile for a predicted range of 1,150 miles. Not too shabby.

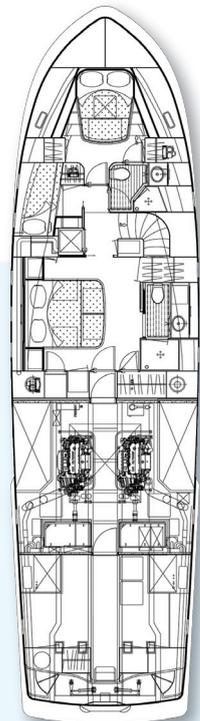
### CONSTRUCTION:

Tania Yacht Company in Kaohsiung, Taiwan, a yard established in 1986 and now building only Outer Reef yachts, manufactures every model under the supervision of an on-site dedicated project manager. The 63 has a solid fiberglass bottom, and starting six inches above the waterline her hull is cored with Divinycell PVC foam to reduce weight. The superstructure also is cored for weight considerations.

For protection in case of grounding, the 63's full-length keel extends well below the propellers and rudders. Windows are 3/8-inch tempered glass on deck and 1/2-inch tempered glass in the pilothouse. Hefty FRP rub rails, quarter rails and cap rails are edged with heavy polished stainless steel strakes.

All the components are here, that's for sure. This boat fills the bill as a sturdy, efficient cruiser that can take you just about anywhere. And with her traditional style and soft ride, when you do pull into port, you can be assured you will do so as a gentleman. □

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



**LOA:** 63'1"  
**BEAM:** 17'2"  
**DRAFT:** 5'0"  
**DISPL.:** 95,000 lb. as tested with full tanks and owner's gear; 73,000 lb. dry  
**FUEL:** 1,300 gal.  
**WATER:** 300 gal.  
**TEST POWER:** 2/503-hp Caterpillar Acert C9 diesels  
**TRANSMISSIONS:** 2/ZF  
**PROPELLERS:** ZF 35 x 25¾ 4-blades  
**GENERATORS:** 1/16-kW Northern Lights  
**BASE PRICE:** Upon request

RPM	KNOTS	GPH	RANGE*	DB(A)
1000	5.7	3.0	2,204	60
1200	7.6	5.0	2,108	60
1400	8.4	6.0	1,638	62.5
1600	9.4	10.0	1,100	63
1800	10.6	17.0	726	64.5
2000	11.2	23.0	567	65
2200	11.8	32.0	446	66
2500	13.3	52.0	298	67

\*Range based on 90% of advertised fuel capacity.