



## OUTER REEF 700 CLASSIC MOTORYACHT

It's easy to imagine yourself on this salty luxury cruiser

**A**s many of us avid boaters do, I like to look at different boats with a personalized eye. “What could I do with a boat like that?” The uncertainty of “could,” a subtle reminder that a boat-focused writer like me is unlikely to be buying some of the larger, more expensive boats I encounter anytime soon. That said, some boats draw me in more than others. I picture myself on board enjoying the accommodations, driving the boat, docking or even working on a project in the engine room. A well-matched boat and owner have a connection; the boat becomes an extension of the owner, reflecting their personality and spirit. That is why it is so important to find the right boat. On certain boats I feel more of that type of connection and find myself using the term “would” when thinking about the boat regardless of how unlikely it might be that I will ever own one. The Outer Reef 700 Classic Motoryacht is precisely that kind of boat. It is the kind of boat I “would” buy if I were in the market and could afford this type of yacht. It is the kind of boat that experienced boaters can easily connect to. ▶



**ON TEST** At over 70 feet (20 metres) long with an 18-foot, six-inch (5.7-metre) beam and 63-ton displacement, the Outer Reef 700 is a substantial vessel, but she does not feel intimidating. Her salty lines, well thought-out layout, quality materials and finishes throughout bring a feeling of comfort and security. You sense that this boat will safely and effectively take you wherever you want to go, and with a range of over 2,000 miles at a cruising speed of 7.5 knots, she can. The owner of the test boat chose twin six-cylinder, nine-litre, John Deere 6T090 500-horsepower turbo diesels, which produced a top speed of 13 knots during testing in Haro Strait off Sidney. We did not encounter any heavy seas during our test but the Outer Reef 700 performed solidly and steadily throughout. After running her through the RPM range taking measurements, I performed hard-over turns in both directions at wide-open throttle. Driving from the fully equipped flybridge, she leaned gently into the turns maintaining a speed of 11.7 knots and completing the turns in about two and half boat lengths. The test was unremarkable as the boat was steady and sure, which is exactly what you want from a cruising boat. Docking was also easy for a 70-footer with twin engines and hydraulic ABT bow and stern thrusters.

**INTERIOR** The owner of *Rhapsody*, the Outer Reef 700 model I ran, had previously owned several smaller cruising powerboats so he knew what he was looking for. He wanted a boat that would have more accommodations and that would permit

him to cruise for weeks at a time as he extensively explores the Gulf Islands, the Broughtons and up the Inside Passage to Prince Rupert into Ketchikan, Alaska, and beyond.

This Outer Reef is set-up for north-west cruising with propane powering both the Thermador home-style, five-burner gas stovetop and the diesel furnace for heat. Large inverters and

battery banks can power the full-size upright fridge and freezer, ice makers, microwave and other electric appliances minimizing the need to run the twin 16-kilowatt Northern Lights generators.

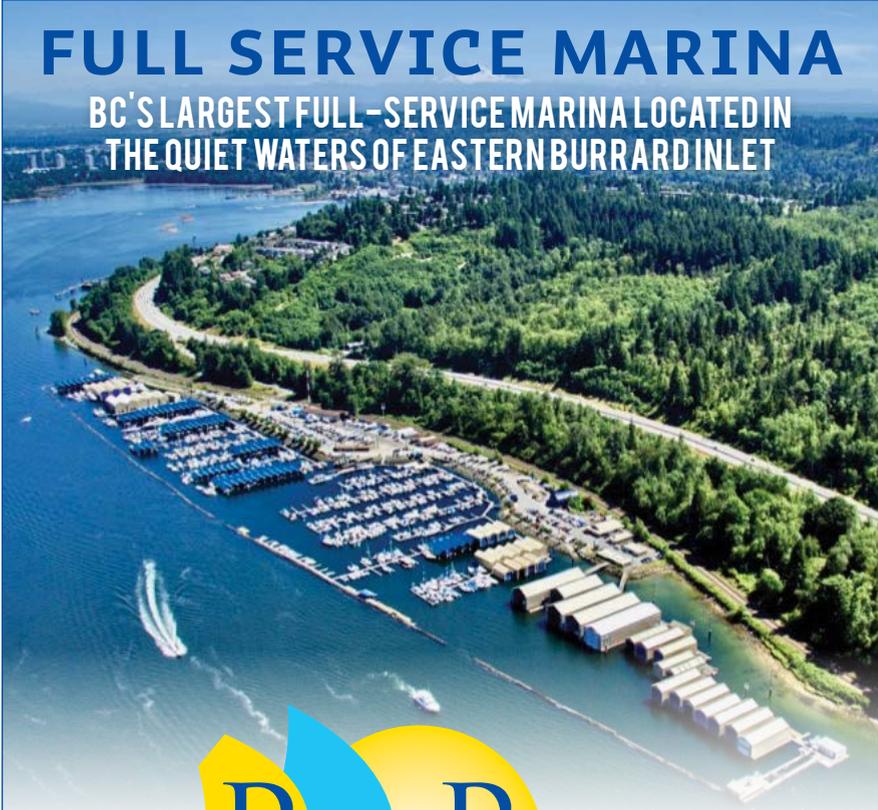
The granite-clad galley in the centre of the interior space connects both to the pilothouse forward, and aft into the main saloon and cockpit. An ▶

**Left**

1. The raised settee with table serves as a convenient multi-purpose space.
2. The full-beam master cabin has lots of storage and ample light.
3. The main saloon features swivel chairs, lounge seating and a hide-away flat-screen TV.
4. There is no shortage of entertainment space with another dining area on the aft deck.
5. The upper deck has plenty of lounge space even with the dinghy on board.

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actuator raises a beautifully finished, handcrafted, teak starburst panel, which separates the pilothouse from the galley, providing separation when needed for privacy or night cruising. A convenient day head is adjacent to the galley on the starboard side. The interior of the Outer Reef 700 is trimmed in finely crafted, satin-finished teak with high-gloss trim. The saloon aft, and two steps down, is furnished with swivel chairs to starboard and lounge seating with a high-low table to port. A flat-screen TV rises on a lift for movies or sports. Details like recessed indirect lighting above, surrounded by a curved ceiling grab rail not only look good but also provide safety and functionality while cruising in moderate or heavy seas.

At the top of the curved wood panel stairwell is the lower helm station and pilothouse. A single Stidd helm chair fronts the teak-clad wheel, helm controls and glass bridge MFDs. A raised settee with a table behind the helm area to port serves many functions. This is a great place for guests to sit while running as it has excellent sightlines through the

windshield and is within conversation distance of the helm. For serious overnight passages the seat is big enough for sleeping and can act as a sea-berth. The adjacency to the galley makes this an ideal gathering spot, dining area or place to work on the computer or read. I like the way this area connects aft but can also be isolated with the partition when necessary. Access doors from the pilothouse lead to the side decks and a full Portuguese bridge wraps around the windshield. This provides a great lookout spot, protection from the elements and an easy spot to clean the windshield. Foredeck access leads to a forward seating area and twin Maxwell VWC3500 hydraulic windlasses with dual anchors, chain stoppers

and lockers.

In addition to the pilothouse, a fully functional flybridge steering station including two Stidd helm chairs is conveniently perched under a hardtop with a venturi and isinglass enclosure. Rounding out the accommodations and amenities aloft are a seating area with a table and 36-inch stainless barbecue. Even with the four-metre RIB with its 40-horsepower Yamaha outboard, there is still room on the aft deck for lounging. When the tender is launched with the retractable davit there is even more room to party and convenient access to the deck below via stairs to starboard.

**ACCOMMODATIONS** The master cabin area is forward and accessed via a stairwell from the pilothouse. The cabin is full beam and has a centreline king bed, with the head along the starboard wall. Shoji screens bring light through the opening port-holes but maintain privacy. There is adequate headroom here and in the head at around six feet, three inches (195 centimetres) and the shower compartment is a metre across with bench seating. The master cabin features a flat screen TV, a vanity with a seat, multiple drawers for storage, nightstands with lights and plugs for charging and a cedar-lined hanging locker. This cabin provides all the comforts of home and is elegantly finished with teak and fine fabrics. Just outside the master are a washer and dryer in the foyer.

Two more nicely finished cabins round out the accommodations, a queen VIP berth forward and a twin cabin to port, both with en suite heads and separate showers. The VIP forward has bookshelves and storage, twin hanging lockers and

## THE SPECS

**LOA** 22.1 m / 72' 6" **Beam** 5.7 m / 18' 6" **Draft** 1.52 m / 5'  
**Displacement** 63,049 kg / 139,000 lbs **Fuel** 7,571 L / 2,000 USG  
**Water Capacity** 1,514 L / 400 USG **Holding Tank** 757 L / 200 USG  
**Engine** Twin 500 hp John Deere diesels  
**Built and Sold by** Outer Reef Yachts, [outerreefyachts.com](http://outerreefyachts.com)



an overhead hatch and portholes for natural light. The twin cabin to port has its own head and shower, which you enter through the cabin. With a day head on the main deck and another head aft in the crew/auxiliary area this should not be an issue, although it is not my preferred set-up.

A stairway leads aft from the saloon providing access below. This area can be set-up in different ways, but on *Rhapsody* the owner operates the boat much of the time so the finish here is on par with the rest of the boat and can act as crew quarters or as extra room for guests. A large central counter has ample storage adjacent and below, with a trash compactor, fridge, freezer and a sink as well as a separate workbench further aft. There is also a sleeping cabin with an en suite head and separate shower. The ceiling height at five feet, six inches (170 centimetres) in the cabin might be restrictive for some and the

doors are a bit tight, but this is a nice extra cabin with a double bed. The engine room and other utility spaces can also be accessed from here, as well as the transom through a watertight door. This set up allows swimmers to come through to the head, and mechanics and other workers to access the engine room without entering the main cabin. Bringing provisions and supplies into the storage and freezer that are housed here will also be easy. One of the things I like about Outer Reef is the accessibility to machinery spaces. Having run and worked on many boats, I have found that for inspections and repairs simply getting at equipment can be the hardest part. Outer Reef provides excellent access to machinery spaces. They know that these boats are going to be cruised and design proper access into them with numerous access panels throughout the vessel.

**CONCLUDING REMARKS** With well thought-out accommodations, and the hull and equipment to go anywhere, the more I inspected the Outer Reef 700 the more I admired her. By the time we headed back to the dock from our test I really felt comfortable on this boat and found myself planning adventures in my head of all the things I *would* do with this able cruiser. The new owner was extremely friendly and accommodating and I know that he and his family will be enjoying their new Outer Reef for many years to come. You could tell he had big plans for this boat and that he and the boat were a good fit. Just thinking about them both still brings a smile to my face, after all, that is what boating is about. Each vessel is semi-custom so price will be provided upon request. 

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