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Making a Good Thing Better

After a run of more than two decades, Outer Reef re-engineers its 650 Classic.

Times change. Tastes change. People change. In the boating world, change can be viscous, especially when you're talking about a model that has seen great success since it was introduced 21 years ago. But after ferrying cruisers long and short haul for two decades, the Outer Reef 650 Classic's number has come up for a refresh.

As it happens, Jeff Drucek, Outer Reef's president, CEO and Classic series designer, found himself considering feedback from existing and potential 650 customers. Earlier, he had gathered feedback on the brand's 700 series. Among its many appealing attributes, that yacht offered a wealth of volume and storage, ease of owner operation and strong bluewater performance. He noted customer interest for those qualities in a smaller yacht, whether due to slip size, itinerary restrictions, handling preferences or other considerations.

"I saw a strong, renewed interest and demand for the 650 model," Drucek says. "I spent much time and effort redesigning and re-engineering the 650, bringing forward these special attributes."



OUTER REEF

Included in the new 650 Classic are a larger galley with an open layout, mimicking the 700; a main-deck day head to starboard; a full-size refrigeration/appliance station for galley and entertainment conveniences; belowdecks accommodations with a fore-and-aft master king berth with single or twin heads, also emulating the 700 Series; and internal stairs from the salon to the crew cabin. There's also an improved layout of the quarters aft. When that room is used as a guest stateroom as opposed to a crew space, the 650 is considered a four-stateroom, four-and-a-half-head yacht. An FRP staircase to the flybridge replaces the previous stainless-steel ladder.

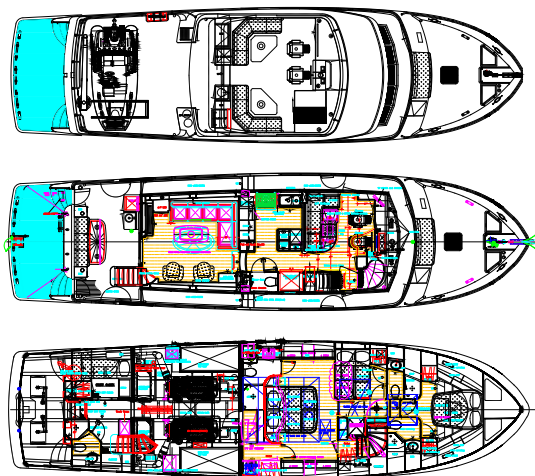
According to Drupek, the 650's hull shape and construction will not change, nor will the power package and engine options, which include iron from John Deere and Cat. The beefy hull is handlaid FRP with PVC-core sandwich above the waterline. As with its predecessor, the new 650 will be delivered with an extensive roster of standard mechanical and cruising equipment, including active fin stabilizers, a bow thruster, air conditioning and generators.

Depending on how she is outfitted, the 650 will have a fast cruise of 18 knots and top out at 26 knots, Outer Reef says.

Drupek says the first re-engineered 650 Classic will ship from the factory in December. ❁

OUTER REEF 650 CLASSIC

- LOA:** 65ft. 4in.
- Beam:** 18ft. 6in.
- Draft:** 5ft.
- Displacement:** 117,000 lbs.
- Fuel:** 2,000 gal.
- Water:** 400 gal.
- Engine:** 2x 500-hp John Deere, 2x 475-hp Caterpillar C-18
- Info:** outerreefyachts.com



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