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FASHIONABLE EXPLORER

Sirena Yachts is a relative newcomer to the recreational boating scene and its latest Sirena 58 flybridge long-range passagemaker is a tasty Turkish delight.



By Mark Rothfield



It's a belief I have that design should transcend generations

Above: The super-size hydraulic swimplatform is ideal to park a tender or as a water hangout.

Below: Adjustable sunbed and forward-facing lounge will make the effort to go forward most enjoyable.



trawler that brings a refreshingly modern, clean-sheet approach to the bluewater expedition genre.

Its reverse-swept bow is punctuated by a pronounced chine, while a vertical windscreen resides atop tall, sculptured topsides and a sheer line that defies French curves. Not pretty in the classical sense, perhaps, but highly practical and distinctive.

That the 58 comes from a relatively new player in Turkish-based Sirena Yachts is appropriate, for the company was unburdened by old-school ways when it set forth in 2014 to build motor yachts that were bold, sophisticated and spacious by design.

That it sports the name of legendary naval architect Germán Frers is a surprise though. Originally a disciple of brothers Olin and Rod Stephens – of Sparkman & Stephens fame – Frers' design pedigree spans more than five decades. His work is unfailingly evocative, from the mightiest of maxis to the most graceful of Swans. The 77-year-old recently told a yachting writer: "It's a belief I have that design should transcend generations. It's easy to do something fashionable, something that has momentary success but doesn't last."

This philosophy augers well for the Sirena 58 – it may be different now, but not for long.

DESIGN HALLMARK

First and foremost, there's the inherent hull efficiency that's a hallmark of talented sailboat designers like Frers, and so beneficial to range and running costs ... not to mention carbon footprint.

The Sirena, with a loaded displacement of 34 tonnes, achieves a respectable 23-knot (42.4km/h) top speed from twin 650hp Caterpillar diesels, where traditional planing vessels of this size generally run twin 800 to 900hp powerplants.

Admittedly, the 650s are both turbocharged and supercharged, but it also attests to a low drag coefficient. Check these fuel numbers – at 1000rpm and nine knots (16.6km/h) the test boat burned just 28lt/h in total, while 2000 revs saw a comfortable cruising clip of 17 knots (31.5km/h) for around 150lt/h.

The 58 uses its long waterline and fine entry to cleave through waves with minimal pitching and very moderate bow lift under acceleration. What's more, the hull has excellent stability and tracking ability, making it a genuine point-and-shoot cruiser that can fend for itself offshore under autopilot.

The wide-bodied, high-sided 58 also has ample room to move when it comes to onboard



entertaining. In fact, a video produced by Australian agent Eyachts shows 18 people partying aboard without the slightest overcrowding.

Starting aft, there's a generous boarding platform stretching 1.4m from the transom and fully utilising the 5.36m beam. Its aft section is hydraulically actuated for tender launching or bathing.

From here you can access a crew cabin via an opening hatch, although Aussie buyers are more likely to stow away toys and teenagers. On the cockpit side of this moulding is a three-seater lounge facing a dual-pedestal teak outdoor table. It's a comfy place to sit while underway and can be supplemented with deck chairs.

The cockpit enjoys full shade protection from the flybridge overhang, yet basks at night under the glow of 10 LED downlights. If sunbaking's your thing, head to the foredeck where a lounge and sunbed await.



The full-beam master cabin offers a vast amount of height and space for a vessel of this length



Linking these living zones are exceptionally wide side passages with waist-height moulded railings, earning top marks for safety. There's also a pantograph door amidships to give the skipper a short cut from the lower helm station, along with coaming gates in the cockpit.

Top: The amidships master cabin includes a king bed and walk-in en suite.

Above: Contemporary, spacious and inviting saloon.

Left: Panoramic glazing guarantees postcard views and loads of light.



the hull has excellent stability and tracking ability, making it a genuine point-and-shoot cruiser

Below: Flybridge mast doubles as a sturdy base for the T-top, and a neat aft shower zone with rain head.



when descending. Those of advanced years may be deterred, in which case a sedan version of the 58, called a Coupe, is available. The climb aloft, however, is rewarded with exceptional living space.

SHOWERED WITH RICHES

There's a dinette to starboard, large sunlounge, barbecue, fridge, icemaker, a massive overhang that can accommodate a bean bag or deck chairs ... oh, and a novel outdoor shower with a rain head incorporated in the T-support!

Incidentally, the upper superstructure employs weight-saving hybrid carbonfibre construction to lower the centre of gravity.

The upper helm is positioned forward and to port. It's not ergonomically ideal, since you have to stretch slightly for the throttles, kneel or stand to see the bow and rely on a rear-view camera to see the boarding platform. I reckon, though, that you'll drive from upstairs more often than not. It's such a pleasure to feel the yacht-like vibe mingled with fresh sea air on your face.

Steering is responsive, and the twin five-blade props give fantastic bite when manoeuvring in close quarters. A bowthruster would therefore suffice for most docking situations, and an Aventics joystick is optional.

Transitioning into the Sirena's saloon through opening double doors, one could be forgiven for thinking subconsciously that they'd entered a trendy Scandinavian apartment – no mean feat for a Turkish builder, Argentinian designer and a pre-eminent Italian interior specialist (Tommaso Spadolini).

It immediately soothes with complementary hues of ash and wenge timbers, white Corian benchtops and creamy fabrics. There are other finishes available, of course, but this one resonates a contemporary and comfortable appeal without being too audacious.

Each picture window frames a perfect watercolour painting. Most notable is the vertical windscreen, which lets in views and natural light, but not direct heat from the baking sun.

Layout-wise, there's an aft galley, port and starboard lounges in the saloon and a proper lower helm to port with twin-seat skipper's lounge. A circular stairwell then leads to the accommodation deck and a three-cabin, three-bathroom standard layout.

This is where the Sirena absolutely shines. The full-beam master cabin offers a vast amount

this is a boat that has the world's most renowned designers for both the exterior and the interior




of height and space for a vessel of this length, including a king-sized island bed and walk-in en suite. A VIP V-cabin and twin-berth guest cabin complete the picture, again being large and luxuriously appointed.

Alternatively, there's an unusual two- or three-cabin arrangement where a foredeck hatch exposes a staircase leading to the front VIP suite. Its island bed sits farther aft, facing forward to a seating nook.

This is yet another example of the fresh, big-boat thinking invested in Sirena's smallest offering, and a good reason why it caught the eye of Peter Hrones from importer Eyachts. He likes vessels that are a little left field.

"There are thousands of boats at the big shows in the US and Europe and when one makes me stop and do a double-take, I know it's worth looking into," Hrones says. "The 58 feels like a 65-footer."

"I was instantly attracted to the awesome bow area, massive cockpit and flybridge, all with plenty of seating. Walking inside, the interior layout is simple and works ... this is a boat that has the world's most renowned designers for both the exterior and the interior."

I'd have to agree, as does a former Moody yacht owner who has since purchased the test boat. Modern, purposeful, memorable. It's a boat where wow factor meets the 'now' factor – a Turkish delight, dare I say, in every sense. 

SIRENA 58	
Length overall:	18.58m
Beam:	5.36m
Displacement (light):	28 tonnes
Berths:	6
Fuel capacity:	3600lt
Water capacity:	800lt
Power (as tested):	2 x 650hp Caterpillar C8.7 diesels
Priced from:	\$ 2,298,000
More information: Eyachts, tel: (02) 9979 2443. Email: boats@eyachts.com.au. Web: eyachts.com.au	

Flybridge helm is not the most ergonomic, but most will prefer to drive from here more often than not.

