

Sirena 58

AGENT *of* CHANGE

Sirena Yachts may be new to the Australian market but, as **Nicky Vaux** explains, its Sirena 58 is sure to win many converts with its emphasis on space, coupled with a purposeful explorer hull, first-class engineering and stylish appointments.

Turkish boatbuilding has a long and proud tradition that stretches back to the Ottoman Empire. The Sirena brand builds on this respected heritage of craftsmanship and the company has invested a lot of thought into the various functions of this appealing explorer-style motor yacht.

The 58's lines are crisp and contemporary. A plumb bow leads back to a tall profile with slab-like topsides forward and a near-vertical stem. Wraparound glass and wide side decks complete a very favourable first impression.

That should come as no surprise given the 58's semi-displacement hull is courtesy of famed naval architects German Frers. Their experience in producing winning sailing designs has resulted in a highly efficient hull that runs at an almost constant (and nearly level) angle of trim at her 10-knot displacement hull speed, right up to planing speeds of 30 knots.

Interior design is just as accomplished. Tommaso Spadolini's minimalist approach favours natural light and enhances the generous dimensions of all the inviting living and accommodation areas.

True to its explorer genes, the 58 boasts an extended range of 850 nautical miles at 10 knots with a 10 percent reserve, which is

substantially further reach than many of its pure planing counterparts. She is also loaded with smart features to enjoy the passage and far-flung anchorages.

Unusually, the Sirena range starts at 58 feet, which makes it more affordable and easier to accommodate in Australian marinas. A 64 and flagship 88 complete the line-up.

The Sirena 58 invokes the feeling of a much larger vessel. With such high sides and a striking presence, she is far more imposing than her size would usually convey. There are incredibly comfortable walkaround decks that, with their hefty proportions, are perfect for children who can run around safely. Here, there's also plenty of seating, with a large sun pad to sprawl on after a swim and a lounge to enjoy a sunset dinner.

The storage space within this bow area is also exceptional with large lockers for fenders, and the largest anchor locker I've seen on a boat this size.

The 58's extended flybridge with hardtop, which is a standard part of this design, provides vital shade to the cockpit area and protection from rain too.

The barbecue, fridge and icemaker up here are excellent for entertaining, and there's abundant seating under a hard/soft top, so that's a perfect option for a relaxed summer lunch in the fresh air.

Opposite: Melding elements of superyacht style and efficient hull performance, the Sirena 58 exudes undeniable appeal.





There's also a full helm and navigation station, which for many owners would probably become the main control station, as the vision from the flybridge is excellent.

The rear port quarter can easily be seen from the helm, and the bow is not dauntingly far away. However, the helm seat is a fixed-bench style and, as a vertically challenged person, I had to stand to see the bow.

There is another helm station to port in the saloon, and the sightlines are good here through the full upright windscreen and side windows.

The helm layout is simple and efficient. The electronic distribution panel is located with easy access to the helm – something that is rarely seen, yet is greatly appreciated and hints at the knowledge and experience of the designers. The ridging brow over the windscreen – which extends out over the saloon's big lateral windows – creates a cooler saloon area than many, saving on air conditioning costs. The interior timber is also less likely to degrade, or the fabrics fade.

Clean slate

“The main concept for Sirena Yachts’ interiors is comfort and light. When we started discussing the concept for the 58, the mission was to create a warm and elegant space that could mix high-tech and handcrafting,” explains Tommaso Spadolini, and I have to say the Italian design guru has delivered.

Inside, the ceiling heights in this vessel are incredibly generous, enhancing the feeling of spaciousness.



“The main concept for Sirena Yachts interiors is comfort and light. When we started discussing the concept, the mission was to create a warm and elegant space that could mix high-tech and handcrafting.”

TOMMASO SPADOLINI
YACHT DESIGNER

Above: The flybridge overhang ensures the aft cockpit with roomy lounge and nicely crafted table is well-shaded.

Top: Vertical bow with a fine entry results in a longer waterline that improves low-speed efficiency, as well as expanding accommodation volume forward.

Opposite (above): Wraparound glass in the saloon gives excellent visibility and sightlines. Decor is understated with high-quality materials and appointments, which create a relaxed ambience.

Opposite (below): Aft galley opens out to the aft cockpit, seamlessly catering to inside–outside dining.



AT A GLANCE

18.68 m
Overall length

5.36 m
Beam

34.5 t
Displacement (fully laden)

27-30 kn
Maximum speed



Above: Guest cabin features flexible berth configuration and its own private ensuite.

Top: Master stateroom dimensions benefit from the Sirena 58's ample 6.8-metre full beam. Natural veneers, European finishes and fabrics of an enviable standard.

There are neutral colours throughout the saloon and simple roman blinds. Such a design will be easy to live with for many years to come.

The galley is located aft in the saloon and unfortunately, it's not my favourite area. It has some great appliances and a full-height fridge and good-size freezer, but the amount of worktop space is insufficient. If I were purchasing this boat, I would extend the worktop area, and also add some drawer fridge/freezers to the cockpit space.

Descending to the accommodation deck, this Sirena 58 model offers three staterooms. The full-beam master could easily be from a 65-footer, such is the amount of headroom and flat floor space around the centrally mounted island berth. There's excellent storage, including full-size drawers. Often televisions dominate the space in cabins, so it's nice to see it hidden on this particular boat.

The portside stateroom has bunks, which are a really good length, and there's a bookshelf next to the porthole, which gives it a homely feel. The VIP guest stateroom in the bow is spacious and has a good lower height bed that would be very easy to make and climb into.

There is a sensational version of this vessel in a two-stateroom design, which brings the bed back to face the bow, creating a space comparable to the master suite that grants direct private access to the foredeck.

If you're looking to find a boat that would be perfect for sharing between two couples and

avoids the master suite rock/paper/scissors scenario, this could be the boat for you.

A hydraulic platform adds appreciably more lifestyle to your boating and is standard on this vessel. Very exciting. My favourite use of this asset is the ability to stand on the platform in the water with a glass of champagne in hand, but it's also very useful for storing your tender or jetski.

There is an optional crew cabin accessed from the transom, which has a single berth and separate bathroom. It also has excellent storage space for water toys, extra lifejackets, towels, and Harry Potter if he is on board – the pantograph door here is quite fabulous.

The engine space for this size of vessel is outstanding. Your mechanics are going to love the access to the engines, and everything is well-labelled and easy to see. There is even an easy access pull-out light to inspect the space.

Clear winner

In terms of taking her for a run, the Sirena 58 was a great ride. This is thanks to the hull's underbody, which achieves the evenly

//

If you're looking to find a boat that would be perfect for sharing between two couples and avoids the master suite rock/paper/scissors scenario, this could be the boat for you.

distributed lift and characterises the semi-displacement form, holding virtually constant trim through stepped increases in speed.

The helm was very responsive, and the manoeuvrability was excellent. Her low centre of gravity thanks to the hybrid carbon superstructure and flybridge, and her five-blade props driven by twin Caterpillar C8.7 diesels, gave her plenty of bite and ability.

Everything about this boat feels strong, solid, comfortable and built to last. I commend Eyachts for bringing this brand to Australia.

She will appeal strongly to those looking to convert from a sailing yacht, or someone looking to spend extended periods on their boat exploring Australia's coastline and myriad islands. She'll also appeal to larger families.

As Trevor, the new owner of this vessel helpfully explains, "The features that consolidated my purchasing decision included the size of the engine room and the Cat engines, which I am used to on my trucks.

"I liked the volume of the saloon, cabins and spacious cockpit, too. The modern look, straight bow and the underwater shape with five-blade props.

"To me, it had the best value-to-size ratio and offered exceptional fuel economy."

His analysis of the Sirena's 58 strengths echoes the boat's undeniable popularity with discerning buyers who understand its engaging combination of design, engineering and luxury in a hull shape that offers outstanding efficiency – and the ability to go further in comfort. [O eyachts.com.au](https://www.eyachts.com.au)

[SPECIFICATIONS](#) ➔

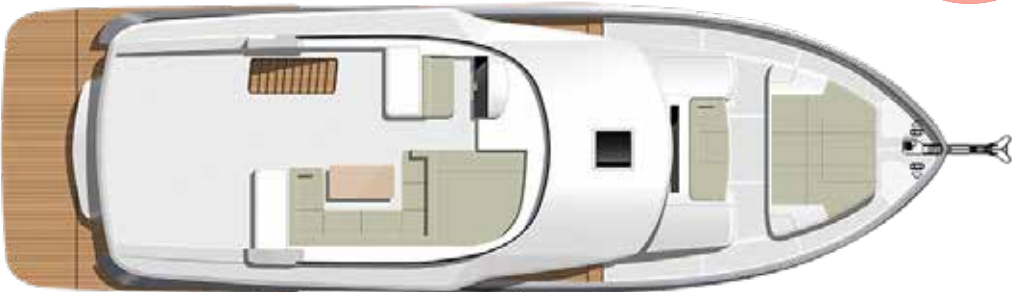
Sirena 58



1

FLYBRIDGE

Huge outdoor entertainment space complete with sun pad, large lounge, dining table, space for a barbecue and a full helm and navigation station.



2

MAIN DECK

Sizeable open-plan lounges aft of helm station flow through to more open space in the cockpit, all on a single level.



3

LOWER DECK

Standard layout is three cabin and most versatile. The two-cabin option offers extra room; desirable for long distance cruising.



SPECIFICATIONS

Builder	Sirena Yachts	Speed (max)	27–30 knots
Model	Sirena 58	Speed (cruise)	16 knots
Country of build	Turkey	Fuel capacity	3,600 litres
Designer	Frers Naval Architecture & Engineering	Range	850 nm
Naval architect	Frers Naval Architecture & Engineering	Freshwater capacity	800 litres
Interior designer	Design Studio Spadolini	Blackwater capacity	450 litres
Year of build	2020	Greywater capacity	225 litres
LOA (length overall)	18.68 metres	Generators (main)	17.5 kW Onan
LWL (waterline length)	17 metres	Bow thrusters	24 v side power bow thruster, intergrated with ZF control joystick
Beam	5.36 metres	Winches	2x Lofrans capstans on port and std aft corners
Draft	1.24 metres	Anchoring systems	24 V Lofrans windlass for 10 mm chain
Displacement (fully laden)	34.5 tonnes	Navigation electronics	Twin Garmin displays at lower and upper helm stations
Classification	CE Category A	Owner	Full-beam king with ensuite
Hull construction	Fibreglass	Guest berths	1 x VIP double with ensuite; 1 x twin with ensuite
Superstructure	Carbon	Crew	Single with ensuite
Engines	Twin Cat C8.7 650 hp	Maximum people on board	16
Output	2 x 650 hp	Price in Australian dollars (landed)	\$2.8 m (boat as tested)
Propellers	800 mm		
Gearbox	ZF 335 IV		

27–30 knots

Speed (max)

16 knots

Speed (cruise)

3,600 litres

Fuel capacity

850 nm

Range

\$2.8 m

Price