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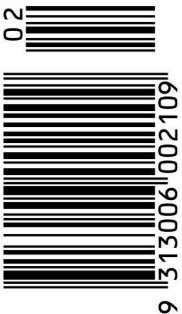
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LOCAL REVIEW

Sirena 58

BRAVURA SIRENA

Sirena introduces a bold new look with Mediterranean panache that heralds excellent interior space brimming with subtle and welcoming indulgences.

WORDS **Graham Lloyd** PICS **Graham Lloyd and Supplied**



under licence such well known vessels as Azimut and Swan. It was after producing those boats and being involved in their design and engineering that the decision was made to create its own unique cruisers under the Sirena banner. With a desire and passion to be the best, after selecting Germán Frers as the head designer, the company brought onboard leading interior designers Tommaso Spadolini from Italy and Cor D. Rover from Holland to complete a very talented and international team. (A commission for the King of Spain established Spadolini as one of the 'big boys' in the yacht design world.)

The 58 is the smallest sister of 64 and 88 siblings, the numbers designating length in feet. Plans for a 78 and a larger 108 motor yacht are already underway. The 58 is available in both flybridge, as seen here, and saloon versions. Over the last five years, some 52 Sirenas have found

appreciative owners across a mix of the 58 and 64 models. This was the first Sirena brought into Australia and was purchased within a month, indicating a strong welcome for the design style to our local market.

The Australian distributor is eYachts which, under its founder and MD Peter Hrones, has found success in daring to be different. Peter took two years in his due-diligence research of Sirena before including the marque with his other brands of Axopar, Pardo, Brabus, Greenline and Vanquish — all very 'special' and very interesting vessels. Peter has a great deal of sailing in his background, and already had a high regard for Germán Frers yacht designs, so he was pleased and impressed to find that he was a key player in the Sirena style.

Peter commented: "We visited the Sirena factory and saw a large number of boats under



Style and substance. When you come right down to it, these are the two core elements of a boat, any boat. And the vast majority of boats today have substance: good design, quality materials, solid construction, reliable engineering and at least acceptable performance. The key point of differentiation between boats then becomes style. That leads to a key question: do you want to be 'one of the crowd', or to stand out with something unique?

If you wish to stand out, in a nice way of course, then this Sirena 58 could well be your dream come true. Or, if style is not high in your priorities but substance is paramount, then it could still qualify impressively.

The Sirena 58 birthright could be termed International-Mediterranean. The hull design is by the renowned yacht designer Germán Frers. He is the third generation of the Argentinian-based Frers Naval Architecture and Engineering

Company which has a tradition of designing outstanding yachts on the world stage dating back to 1925. Germán himself (pronounced Herman) extended his home experiences with studies at the Southampton Institute in the UK before continuing his work at the company's Italian studio in Milan where he has produced a wide range of successful designs since 1992.

Frers uses advanced computer technology and extensive tank-testing programs to develop and optimise its designs. Germán's background in yacht design has produced a very efficient hull for the Sirena. That was a key requirement by the boatbuilder, Sirena Marine, which is part of a family-owned multi-faceted Turkish company with very strong financial resources across industries such as motor vehicles, rail transportation, hotels, white goods and more.

Only recently has the Sirena marque been introduced after many years' experience building

CLOCKWISE FROM ABOVE The superstructure and flybridge are made from carbon fibre to lower the centre of gravity for better stability; Hydraulic lifts on the boarding platform can handle up to 650kg; Flybridge helm offers a commanding view





CLOCKWISE FROM FAR LEFT
Saloon helm offers a suite of electronics; Head up-stairs to the flybridge from the galley; Oodles of space to relax in the light-filled saloon; Kick back with a sundowner on the crafted teak table on the transom

“The construction too is very suited to our Australian climate with big windows letting in a lot of light but also with wide overhangs to keep the interior cool.”



Facts & Figures

SIRENA 58

PRICED FROM
\$2,300,000

PRICE AS TESTED
\$2,800,000

GENERAL

MATERIAL GRP/hybrids fibre/ carbon fibre

TYPE Luxury cruiser

LENGTH 18.68m (61ft 3in)

BEAM 5.36m (18ft 6in)

DRAFT 1.24m (4ft 1in)

WEIGHT 34.5t

CAPACITIES

SLEEPING 6 + 1 crew

FUEL 3,600L

WATER 770L

HOLDING TANK 450L

ENGINE

MAKE/MODEL 2 x Caterpillar C8.7 650hp

TYPE Six-cylinder inline, supercharged, turbocharged diesel

DISPLACEMENT 8.7L

SUPPLIED BY

eYachts

The Quays Marina
1856 Pittwater Road
Church Point NSW 2105
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W eyachts.com.au

construction, including many Azimuts. We found out the real numbers behind the company and the Sirena brand itself. Another Aussie owns a 58 based in Cannes, and I have contacts in America who are doing well with Sirena, even though they have been sold mostly in Europe. Only a year ago Sirena was taking one order a month for the 88 at about \$12 million, partly because it offers the volume of a typical 100-foot yacht. The 58 is also very spacious being about 20 per cent larger internally than competitive 58s or even 60s. I believe the 58 saloon will do well in Australia in addition to this flybridge model.”

He added: “I like the 58 hull design which has a bit of a keel and is very responsive with twin V-drive shafts spinning large five-blade props. A lot of trawler-based cruisers are OK at around 10 knots but are just pushing water by the time they get to 15 knots. This Sirena though is quite efficient up to or past 20 knots and, with 3600 litres of fuel, it’s very good for longer distance cruising. The construction too is very suited to

our Australian climate with big windows letting in a lot of light but also with wide overhangs to keep the interior cool without having to use the aircon, although that’s available of course when needed. It’s good value too.”

In appearance, the 58 is what could be called atypical and certainly stands out in any company. There is a slight reverse-angle to the stem and there are straight gun’l lines below a vertical (but very curved laterally) saloon leading edge topped by another straight cabin line beneath a level hardtop for the flybridge.

The only concessions to any rakish element are the hardtop supports, and even the topsides have rectangular and square portholes.

Despite all those straight edges, the Sirena exudes elements of strength, efficiency and seaworthiness that combine to create an attractive package for anyone who can look past largely superfluous ‘streamlining’ as often seen on similar size cruisers. Those elements are confirmed upon closer inspection.

A SMOOTH RIDE

The first clue comes when you notice how the Frers-designed hull slips through the water quite effortlessly. Helm stations in the saloon and flybridge are to port and have similar layouts with good ergonomics except that the throttle/ shifts are a bit too far forward at both stations and need a reach to get to them (something curiously found at many helm stations). However, the joysticks give more intuitive control and are level with the wheel for easier use. Both helms have good all-round vision, although the flybridge naturally has the best.

The dash layouts are much the same; the lower helm has dual Garmin multi-function navaid/ system displays with one on the flybridge. Both stations feature a healthy range of equipment and controls including an autopilot and twin Caterpillar data displays, the latter keeping the skipper apprised of the function and health of the twin Cat 650hp diesels in the neatly laid out and well labelled engine room. A camera feed of the

LEFT TO RIGHT The Sirena 58 easily reached a top speed of 22.4 knots; Master stateroom is full-beam with an island queen, dressing table and ensuite queen bed

Sea Trials

Six crew, 70 per cent fuel, 50 per cent water.

RPM	SPEED (KT)	FUEL BURN (L/H)	RANGE (NM)
700	6.8	10	2203
1000	8.9	25	1153
1500	12.4	92	437
1800	16.3	154	343
2000	19.4	192	327
2275 (WOT)	22.4	248	293

Range calculated based on 3600 litre tankage less 10% reserve.

engine room was optionally included which any careful skipper would appreciate. Looking around that engine room, entered through a hatch in the cockpit sole, gives another clue to the ‘substance’ of the Sirena with immediate impressions of quality engineering and equipment.

Those Cats ran smoothly and easily sped the Sirena 58 to a top speed on the day of 22.4 knots at 2275rpm while consuming 248L/h. Of course, cruising would be more usual at a very pleasant 1500rpm at 12.4 knots and drinking a more modest 92L/h. Allowing 10 per cent reserve in the 3600L tankage, that would give a range of 437 nautical miles. At a leisurely 1000rpm for 8.9 knots and 25L/h, range would be a generous 1153 nautical miles. More powerful Caterpillar 850hp or Volvo 900hp engines are optional.

The Sirena handled with aplomb, reacting to the wheel and throttles in a pleasing manner. We had mostly calm waters for our time aboard, but through some mild swells out past Lion Island, the hull did not move around too much at all. The deck, superstructure and flybridge hardtop are made from lightweight carbon fibre which helps lower the centre of gravity for better stability. The fairly wide beam of 5.38m assists too. We didn’t feel the need for a gyroscopic stabiliser, but one is available as an option for anyone planning longer offshore cruises through potentially rougher conditions.

Around marinas or crowded anchorages, the joystick provides easy and precise control with fast reactions to intuitive movements. The big Cats with large props deliver instant power as needed, but in a well-controlled manner aided by the bow thruster. A stern thruster is optional but really it would hardly be needed; also optional is a cockpit control station.

Mooring from either helm is straightforward with winch controls and chain counters for the strong ground equipment that extends marginally forward of the bow so that the anchor can drop past the slight reverse angle of the stem. A 4kW genset is standard, but this 58 had an optional 17.5kW Onan generator which is required for the 73,000 BTU aircon system. A 2400W inverter is also aboard to assist with the domestic-voltage power supply.



BIG COMFORT

The bridge helm has comfortable seating for two and there's a large sunpad forward to starboard. Behind that are U-shaped lounges around a table accompanied, further aft, by a wet bar with barbecue, fridge and icemaker.

An unusual feature that's sure to be popular is a hot/cold shower in the centre support for the flybridge hardtop. There's plenty of open space at this top level as well for casual seating or beanbag-style relaxers. Overhead a sunshade powers closed when required.

Looking down from the flybridge, you're rewarded with a view of a very comfortable foredeck with large sunpads in front of seating along the front of the saloon. Extensive stowage lockers are provided along with multiple drink holders. As with elsewhere on the 58, there's just so much room to move around and relax.

The transom of the Sirena 58 has a large teak-lined boarding platform on hydraulic lifts capable of handling up to 650kg. Sets of steps either side lead up into the large cockpit, also teak-soled, with a central aft lounge and crafted timber table.



LEFT TO RIGHT Room aplenty for the skipper and guests with a lounge and sunpad on the flybridge; Soak up some rays in comfort with sunpads on the foredeck



Sirena Marine — A Leading Mediterranean Boatbuilder

Sirena Marine was established in 2006 as a division of Kiraça Holdings, which is a major Turkish manufacturer across a number of industries including motor vehicles and yachting. In the latter field, an agreement in 2008 with the famed Italian Azimut-Benetti Group led to Sirena Marine becoming a very successful boatbuilder manufacturing more than 250 motoryachts and 100 sailboats to date across the Azuree and Euphoria brands, plus designing and producing three well received models of Azimut yachts.

Sirena's continuing association with Azimut-Benetti includes building the Magellano 43 at its expanded 155,000sqm plant. The company engages market-prominent designers such as Germán Frers, Rob Humphreys, Tommaso Spadolini and Giovanni Ceccarelli to benefit from their individually proven records in construction and engineering across the world of advanced luxury yachts. Those combined talents, along with state-of-the-art manufacturing processes and products, have enabled Sirena to create its award-winning Azuree brand of sailing yachts, the remarkable Euphoria luxury sailing

yacht series, and the company's most recent launching of its self-branded Sirena motor yachts.

Proficiency in the boating arena has led Sirena to expand into other areas requiring experienced knowledge of developing and manufacturing composite and stainless steel products. These are now being marketed to automotive, rail transportation, defence and heavy industry clients world-wide.

All Sirena Marine product lines are produced in its own plant with some 550 employees which enables enhanced quality control of in-house construction processes for stainless steel, composites, furniture, teak and upholstery products. Yacht hulls and decks are constructed with vacuum infusion techniques for strength, durability and light weight. Close co-operation with international suppliers allows coordination of engineering technologies and has enabled Sirena Marine to become one of the leading yacht builders in the Mediterranean. The company states: "400 years of handcrafting experience and passion in yacht building guarantee meticulous execution and detailing."

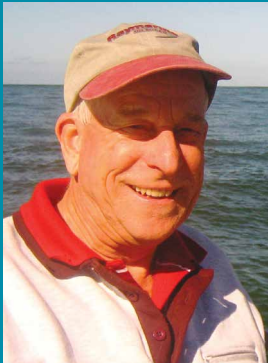
About the Author

Graham Lloyd has been writing about boats and boating since the 1970s, with features published in leading Australian and overseas magazines. Along the way he has tested and photographed around 600 boats ranging from ‘tinnies’ to multi-million dollar luxury cruisers. As well as reviewing new boats, he has specialised in bringing to light the stories behind all levels of boat ownership from putt-putts, family runabouts, ski/race boats and cruisers through to the wonders of restoring classic wooden boats.

Graham has owned a range of craft from runabouts through skiboats and sports cruisers to a Cougar 38-foot offshore speedboat running twin 550hp supercharged V8s and capable of 60+ knots on open waters. He spent eight years restoring and improving that boat — after initially estimating it would take four months!

To examine hull designs and power systems, he has also built a series of radio-controlled model speedboats with either electric or petrol engine power running at up to 50 knots. He found they require the same tuning in regard to hull setup, props, trim tabs and more as their full size counterparts.

Graham has more recently self-published a series of coffee-table style books on powerboats, details of which can be found at powerboatbooks.com.



“All through the Sirena, lovely timbers, fabrics and carpets are enhanced with excellent workmanship for a most welcoming atmosphere that relaxes whilst still presenting a tone of luxury. ”

CLOCKWISE FROM BELOW Master ensuite is more than generous; Wide overhangs offer shade and weather protection along the side decks; Easy access to the water from the rear deck; Twin Caterpillar C8.7 650hp engines provide a smooth ride



A wide doorway allows flow-through access to the saloon which is bright and cheerful with large windows all round shaded to an effective extent by wide overhangs on the sidedecks. Concertina-style blinds provide privacy when required.

The fully equipped galley is aft to starboard where it is perfect for serving either the cockpit or saloon, or indeed up to the flybridge via stairs which are close by in the port-forward area of the cockpit. In front of the galley are L-shaped lounges and across to port are more lounges, this time in a U-shape around the coffee/dining table. A 42in TV rises from behind the starboard lounges. Right forward to port is the lower helm while opposite is a curved stairway leading to the belowdecks accommodations.

Another option fitted to this Sirena is very handy, especially when a couple is crewing alone, for which the 58 is entirely suitable. That option is a starboard side door in the saloon for fast access to the decks when mooring or coming alongside. Deck hardware is strong and logically positioned and, on this 58, power winches aft would take the strain out of hauling heavier mooring lines or of more precisely positioning the Sirena at a dock.



“The Sirena handled with aplomb, reacting to the wheel and throttles in a pleasing manner.”

LUXE LIVING

Belowdecks, the master stateroom is full-beam amidships with an island queen bed, loads of storage, a settee to starboard and a dressing table or potential office/work-area to port. A generously sized ensuite runs forward on the starboard side, while a handy option is a safe for valuables.

A VIP cabin is forward with another island berth and ensuite, whilst a twin-berth cabin is aft of that to port sharing access to the day bathroom. A further small cabin is discreetly included right aft with a doorway in from the boarding platform. Ostensible for ‘crew’, in local conditions it’s more likely to be used for storage and changing for watersports. It has its own small ensuite and aircon as well. The main accommodations have aircon as expected.

All through the Sirena, lovely timbers, fabrics and carpets are enhanced with excellent workmanship for a most welcoming atmosphere that relaxes whilst still presenting a tone of

luxury. A high degree of customization is available from Sirena. Peter Hrones noted: “This is just one interior with an oak finish and grey walnut trim. We literally have a suitcase full of optional timbers and fabrics.”

He went on, somewhat frankly: “Our boats are not for everyone in their looks; people either love them or hate them. However, those who initially hate them often return a few years later and find them appealing. We strive at eYachts to bring something different to the market, taking a risk, and it seems to pay off.”

If you are set to invest in a motoryacht of this size and calibre, you should inspect the Sirena even if its external style is not immediately what you have in mind. The interior is sure to please, and maybe surprise, and the look of the vessel can easily grow on you. Compare the value against its competitors as well and judge how it stacks up. One thing is definite; the Sirena 58 is unique and certainly offers a stand-out style to go with its heritage and substance. [↗](#)

CLOCKWISE FROM LEFT The Sirena 58 offers Aussie owners a splash of Mediterranean panache; Very comfortable VIP cabin; Belowdecks is very tastefully designed

