

Outer Reef 610 Motoryacht (2019-)

Brief Summary

The Outer Reef 610 Motoryacht is designed to be an owner/operated, safe and secure long-range yacht, filled with luxury and amenities to keep her guests comfortable and well entertained. Our test boat was powered by twin John Deere 750-hp engines with ZF transmissions. She has an LOA of 61'2" (18.6 m) and a beam of 17'2" (5.23 m) and a draft of 5' (1.52 m). However, she is surprisingly easy to operate. The Outer Reef 610 is designed to operate at displacement speeds of 8 knots or so, but in our tests with a full load of fuel in rough conditions topped out at just under 16 knots.

Price

Base Price

Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.

Key Features

- Full beam master cabin with a centerline king berth
- Large L-shaped walk-in closet
- Abundance of storage
- Spacious forward VIP cabin
- Port guest cabin with side by side twin berths
- Open main deck layout
- Galley with full size appliances with large pantries
- Comfortable salon
- Covered aft deck for alfresco dining
- Large swim platform

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	6.3	5.4	1.5	4.2	3.6	4875	4239.1	60

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
1000	9.1	7.9	7.2	1.3	1.1	1479	1285.9	63
1250	11.3	9.8	13.7	0.8	0.7	965	839.2	64
1500	12.2	10.6	23.6	0.5	0.4	605	525.9	65
1750	14.7	12.7	42	0.3	0.3	408	354.9	73
2000	16	13.9	60.3	0.3	0.2	309	269.1	72
2200	18	15.7	74.5	0.2	0.2	283	245.8	74

[View the test results in metric units](#)

outboard_610motor_yacht_chart_19.jpg

Specifications

Length Overall	61' 2" 18.64 m
BEAM	17' 2" 5.23 m
Dry Weight	93,000 lbs. 42,184 kg
Tested Weight	103,678 lbs. 47,028 kg
Draft	5' 1.52 m
Draft Up	
Draft Down	
Air Draft	

Deadrise/Transom	
Max Headroom	
Bridge Clearance	30' 3.5" 9.23 m
Weight Capacity	
Person Capacity	
Fuel Capacity	1,300 gal. 4,921 L
Water Capacity	320 gal. 1,211 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	103,678 lbs. 47,028 kg
Aft Deck	
Salon Inside Width	
Salon Fore & Aft	
Salon Height	
Salon Volume	
Galley Volume	

Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	
0 to 20	
Ratio	2.609:1
Props	36.26px37x4 Hung Shen
Load	4 persons, full fuel, 4/5 water, 50 lbs. of gear
Climate	68 deg., 45 humid; wind: 20-25 mph; seas: 3-5

Captain’s Report by Harry Munns

Bow view
Image not found or type unknown

The displacement hull pushes water away from the bow creating an admirably stable ride.

Mission

Outer Reef creates the “perfect-sized” yacht for owner/operators who are looking for ease of maneuverability, fuel efficiency, storage capacity, and full amenities for comfortable long-distance cruising or living aboard for prolonged periods of time. She is also affordably priced for a vessel in this class.

Starboard quarter view

The Outer Reef 610 Motoryacht has the look and feel of an ocean-going yacht.

Major Features

- All deck and hull area hardware attachments are finished with solid lamination — no coring
- FRP built-in swim platform
- Weather tight doors opening into pilothouse port and starboard
- Portuguese bridge molded with white non-skid surface
- Foredeck with white non-skid surface
- 1,000-lb. (450 kg) aluminum painted davit with four-way hydraulic control, rotating base and a 9.25' (2.82 m) telescoping arm
- Acoustically insulated stand-up engine room
- Side-power 10.7-hp (24v) electric bow thruster with dual station controls and two AGM 8dI-255 AH batteries

Keel

The keel appears behind the hard chine bow, deepening as it extends aft.

Design

Port quarter

Behind every Outer Reef vessel is a design team whose target is to provide buyers with unrestricted freedom to travel the ocean.

The 610 Motoryacht's basic design is trawler-style, which was pioneered 50 years ago by West Coast designers. She has a Portuguese bridge, relatively low center of gravity, wide side decks, high bulwarks, and a good-sized swim platform. Her boat deck is on the flying bridge, complete with tender and power davit.

The 610 Motoryacht is designed to have a long range while providing comfort, safety, and stability. The signature characteristic of an Outer Reef Yacht is her quiet ride underway, even below decks. Only Outer Reef offers the patented Quiet Roll Spray Rail System™, designed and engineered to deflect water away from the hull, enjoying a safe and peaceful journey in all sea conditions.

Outer Reef offers 610 customers a décor allowance of \$20,000. This is a "Use or Lose" allowance for the purchase of interior and exterior soft goods (cushion fabrics, bed covers, shams, pillows, etc.). This allowance is not transferable to any designer other than Outer Reef's designated, in-house designer.

The Hull Shape

The deep-V bow flattens to a transom deadrise that appears to be less than 10-degrees (measurement data unavailable). A keel running along the centerline maintains the bow depth as the hull lifts and flattens toward the stern.

Cruising Image source or type unknown

Cruising at a top speed of just under 16 knots will allow her to outrun a front with enough advance warning.

Performance

Our test was conducted offshore in 20 to 25 knot winds with 3' to 5' (0.91 m to 1.52 m) seas. It was not ideal for getting maximum speed numbers, but great for seeing how she takes rough conditions as she was designed to do. We also wanted to see how she responded around the dock with these conditions.

As it turns out, she's remarkably responsive with a bow and a stern thruster. We had no problem maneuvering her around the tight confines of the marina with little concern about the winds.

Captain's Steve driving Image source or type unknown

The Outer Reef 610 is remarkably agile in close quarters.
Now let's look at the numbers we did get. With an empty weight of 93,000 lbs. (42,184 kg), full fuel and four people on board, we had an estimated test weight of 103,678 lbs. (47,028 kg).

With twin 750-hp John Deer 6135 engines turning 36.26" pitch x 37" (92.1 x 93.9 cm) 4-bladed Hung Shen props and run up to 2200 rpm, we reached our top speed of 15.7 knots. This is a distance cruiser so there's no real best cruise per se. You set the throttle for how far you want to go before needing more fuel.

At a typical trawler displacement speed of just over 10 knots (11.5 mph), she was burning 23.6 gph (89.34 Lph). This translates to .4 nmpg and a range of just under 526 nm (974.15 k).

Drop her down to just under 8 knots, where this boat was designed to be run, and the range opens up roughly to 1286 nm. All this while still holding back a 10-percent reserve of the boat's 1,300-gallon (4,921 L) total fuel capacity.

RPM	Knots	GPH	NMPG	Range (Nautical)	LPH	NMPL
1000	7.9	7.2	1.1	1285.9	27.3	0.29

1500	10.6	23.6	0.4	525.9	89.3	0.12
2200	15.7	74.5	0.2	245.8	282.0	0.06

These are solid numbers and show that the emphasis is on distance, not increasing speed by compromising weight and strength or rough water comfort. It seemed the faster we went, the better she handled, probably due to the active ABT Trac 220 fins. Our testing was performed in 3' to 5' (0.91 m to 1.52 m) seas and she'd obviously go faster at all RPM in flat water.

We should point out that she had a full load of fuel — 1,300 gallons (4,920 L) — something that we rarely see when we test boats of this type.

Handling

As for her handling characteristics, they were impressive. As we headed out, we immediately started taking spray over the bow and saw boat after boat turning back into the inlet due to the conditions. Not once did she pound, creak, squeak or groan. It was solid comfort on a surprising level.

She was equipped with a Seatorque drive shaft coupling. This greatly reduces vibration, makes shaft maintenance easy and protects the propulsion system in case of hard grounding.

Flybridge view

Nearly 360-degree views and more than 12' (3.66 m) above the waterline makes the 610's fly bridge a safe and comfortable place for operators. Our captain chose the lower helm for a slightly better visibility angle for backing into the slip. There's an optional wired remote but not everyone will choose that option, so he wanted to drive from the helm. It turned out, even in the windy conditions that we had, her displacement kept her planted in the water and the powerful thrusters were just right to nudge her this way and that to easily move her into the slip.

Boat Inspection

Swim Platform

The swim platform will be the primary boarding spot for this 610 Motoryacht. It's 5'6" (1.68 m) from the transom to the staple rails at the trailing edge. The rails are removable for a more versatile entertainment space.

Swim platform

The swim platform is an integrated part of the hull on this vessel, not an appendage.

By taking out the center section, we can move it to port into a storage position, leaving an open boarding space. Outer Reef added another set of receivers so that we can insert that piece perpendicularly, allowing it to serve as a handrail for boarding, or serve as a grab rail for reboarding from the concealed Armstrong dive ladder.

Port side stairs Image not found or type unknown

A port-side stair doubles as a location for shore power cords.

To the aft deck and to either side are grabrails. The stairs to starboard also have a hot/cold shower concealed into the bulwarks. At the top of the stairs, there's an Outer Reef threshold plate and an inward opening door.

Cleats Image not found or type unknown

Cleats measuring 9" (22.86 cm) on both sides are mounted in-line with removable stern rails to maximize usable swim step space.

Towards the port stairs, a hatch conceals the two 50-amp shore power cable connections. One cable is on a Glendenning cord reel. The first line will run anything, but every system active on the boat can be run at once with both lines connected.

Importantly, the hull extends completely under the swim platform, giving the vessel more waterline length and greater displacement speed. This design also provides a more durable platform than one that is just tacked on with metal brackets.

Engine Room

There's a watertight door in the center of the transom and a magnetic catch at the bottom holds it open. As we enter, there's a convenient overhead grab handle. To the port side there are shore power breakers; to starboard is storage.

Engine room hatch Image not found or type unknown

Enter the lazarette from the swim step or the engine room.

The lazarette is made as a work area and that speaks of the boat's initial design as an owner/operated boat. There are no crew quarters — none are needed because this boat is so easy to handle.

Lazarette Image not found or type unknown

The Lazarette is full of needed gear such as the Cablemaster, electrical gear, and even has room for scuba tanks, which all long-range cruisers should carry.

To port is the cord reel, the autopilot pump, the davit and windlass pump, the inverter and 12v battery charger towards the bulkhead; the inverter switching being located just below. Then there's the switching for the solar charging panels on the roof and the house battery cutoff.

Cord reel

The cord reel collects in its own container. Avoid the temptation to store anything on top of it.

To starboard, there's a workbench with more storage. Above is the 1800 gpd (6814 LPD) Max Q watermaker with a control panel here and in the pilothouse.

Work bench

The sizable workbench area on the 610 will please mechanically inclined boaters.

Another workbench is mounted on the starboard bulkhead and, under the swim platform and to aft, are the battery boxes running past the removable access ladder, all on sliders for easier access and out of the hot engine room.

Electrical components

Electrical components are all clearly labeled.

A second watertight door leads to the engine room from the lazette. The compartment is more spacious and efficient than some other boats of this size. Headroom is 5'5" (1.65 m) and there's 1'4" (0.42 m) of space between the two safety rails besides the engines.

Engine room

An engine room with space to move, turn around and work is welcomed by anyone who has to spend time in it.

There's a grab handle right inside the door, and just above are the engine start battery switches and the generator control panels. Just below are the generator output circuit breakers.

Hand holds

Hand holds are placed throughout the engine room.

Below and to both sides of the entry are two work benches with the two generators just below: one is 16 kW and the other is 12 kW. The smaller generator is an added option for use as a night genset for smaller loads.

Well lit

Outer Reef has designed the 610's engine room with plenty of light, even in the corners.

Looking past the port engine, we can see the engine start battery box. The Seatorque shaft coupling is clearly visible. The power take-off is located above. Port and starboard PTOs provide hydraulic power to the two thrusters, the windlass, and for the Trac 220 stabilizers.

Hydraulic power for the thrusters is more expensive than electrical ones, but far better as they will not overheat after prolonged use, and we recommend going this route for owners wanting a boat built right.

Fuel water separators are easily accessible. It's nice to see opening portlights adding ventilation and natural light in an engine room.

Engine room ports

When opened, the engine room ports send a signal to the helms.

At the forward bulkhead are the fuel manifolds that control the two saddle tanks with sight tubes, and the main feed tank in the bow. The fuel tanks are made of aluminum.

Shelves

Raised edges on storage shelves keep stowed items in place.

Continuing around, there's a fixed fire extinguishing system and a hydraulic oil reservoir.

Access ladder

The access ladder from the aft deck provides a useful way to gain entry to the engine room when the lazarette is stuffed with gear or if there is an unfriendly following sea.

Aft Deck

At the aft deck, there are bulkhead mounted hawseholes leading to 1' (0.30 m) cleats. We can access the side decks through protective doors to both sides.

Aft table

Folding chairs expand table seating from two to six.

Features include a pedestal table measuring 6'8" (2.03 m) x 2'3" (.69 m) with bench seating behind and movable deck chairs in front. The protective overhead is 6'6" (1.98 m) off the deck with LED lighting for the swim platform at the trailing edge.

Aft deck space measures 14'7' (4.44 m) x 4'11" (1.50 m). The port side refreshment center has a base for a pedestal TV, a sink, and storage. Side decks to port and starboard have doors that can be closed to isolate the aft deck.

Side bulwarks come up 31" (78.74 cm) and rails top out at 37" (93.98 cm). There are inward opening boarding gates on both sides.

Side decks Image not found or type unknown

Wide side decks measuring 23" (58.42 cm) and high bulwarks make moving fore and aft comfortable and safe.

As we make our way forward, the symmetrical 23" (58.42 cm) wide side decks have bulwarks that come up 31" (78.74 cm) with rails that top out at 37" (93.98 cm). Air vents to the engine room open toward the interior bulwarks, keeping them out of the elements in sloppy conditions.

Combination cleats Image not found or type unknown

The combination cleat/hawsehole is recessed to keep it from snagging clothing and other gear.

There's protected 6'5" (1.96 m) overhead that extends out to the sides. Amidships there's a combination cleat/hawsehole. A covered fuel fill is tucked away next to a pair of 11" (27.94 cm) steps.

Dual fuel inlets Image not found or type unknown

Having two fuel fills together makes fueling convenient.

Above the steps is a convenient grab handle. Further forward, a Portuguese bridge with bulwark storage spans the deck. A gate opens outward and latches into position to allow access to the foredeck.

Bow gate Image not found or type unknown

Outward opening gate helps keep the Portuguese Bridge dry when it's in place.

Bow

At the working end of the bow, the bulwarks come up 22" (22.88 cm) while the rail tops out at 40" (101.60 cm) and steps up again to 47" (119.38 cm). Large cleats are 12" (30.48 cm) from center post to center post and hawseholes also have additional horns to secure lines.

Bow Image not found or type unknown

Protection is the name of the game on the Outer Reef 610's bow, which features 47" (110.38 cm) rails and high bulwarks, something we often don't see in boats of this type.

Ground Tackle

The ground tackle is on a raised platform in the center. A Maxwell windlass leads a chain rode through a chain stopper and out through a stem roller supporting the 110 lbs. (49.90 kg) Bear Anchor; A 12" (30.48 cm) cleat is alongside.

Courtesy lights are mounted on the sides of the elevated platform. Fresh and raw water washdown quick connects are located behind the platform. Rode locker access is to both sides and lighting is provided.

Anchor cleat Anchor not found or type unknown

A dedicated cleat for anchor rode enhances security at the anchor.

Flying Bridge

We access the flying bridge from a set of stairs adjacent to the pilothouse. A secondary entry ladder rises from the cockpit. Storage is in the two lower steps. Courtesy lights illuminate every other step.

Interior stairs Interior not found or type unknown

With the stylized banister, this stairway has a distinct homelike feel.

The flybridge has a social zone consisting of two L-shaped settees, one wrapping around a pedestal table.

Tempered glass hatch Tempered not found or type unknown

Notice the tempered glass hatch with gas assist for fly bridge access at the top of the stairs.

The hardtop overhead is 6'5" (1.96 m) off the deck. We move aft down a 9" (22.86 cm) step to the boat deck that measures 15' (4.57 m) x 13'5" (4.09 m) or 201 sq. ft. (18.67 sq. m). It can also hold a tender or simply remove the gear to create another social zone.

Boat deck Boat not found or type unknown

Without the tender, the top deck has lots of potential for other uses, and measures 15' (4.57 m) x 13'5" (4.09 m).

Safety is provided by the 12" (30.48 cm) bulwarks and rails topping out at 37" (93.98 cm). Ahead and to port is an outdoor galley with an electric grill, prep area, sink, plenty of storage, and a refrigerator/icemaker.

Lower Helm

The pilothouse has an L-shaped settee right behind the helm. A table with various configurations sits on a fixed pedestal. Seats and table are affixed to an elevated platform 10" (25.40 cm) off the deck. The overhead is 6'6" (1.98 m) off the deck.

Pilot house Pilot not found or type unknown

The settee takes away the need for standing or leaning while visiting the helmsman. Note the inlaid holly trim in the deck that is an attractive design element that we see throughout the main deck of this vessel.

The helm console features a soft touch leather dash with heat and air conditioning vents to both sides of a center mounted compass. The panel consists of two, 17" (43.18 cm) displays and a center 21" (53.34 cm).

Helm console

The many systems aboard the 610 create the need to monitor a variety of data.

To the sides are multi data displays showing selectable information. Behind are the digital engine controls, the autopilot control, and a row of electrical switches behind the dual engine display panels, both of which can be repeated on the main displays.

Compass

Mounting the compass up high and on the centerline makes it easy to take a quick bearing without leaving the helm. Note the defogging vent to the left of the compass.

To the left is the windlass control, bow and stern thruster controls, and the remote control for the large spotlight. Forward are the Humphree trim tab controls, the stabilizer controls, the second Garmin multi data display, inverter controls, the Fusion stereo, the controls for the two generators, and a mount for a pedestal TV.

Spot light

Night navigation is made easier with a powerful spotlight.

Visibility is through three 31" (78.74 cm) x 39" (99.06 cm) tempered glass windshields with a 19" (48.26 cm) protective brow to knock down glare. The MaxQ watermaker control panel, the air conditioning control panel, the first VHF, the ships annunciator panel, the second VHF, tank control, and the holding tank level display are clustered above.

Steering wheel

The 30" (76.20 cm) wooden wheel is made in-house.

The Stidd seat is fully adjustable and on a 5" (12.70 cm) elevated platform. We I like how the remote control for the forward displays is within easy reach of the seated position. To the left of the helm is a storage drawer with the 110v main electrical panel just below. The 12v display is to the right of the helm.

Helm seat

Calling this Stidd seat a captain's chair is no exaggeration. We'd like to see the bow and stern thruster toggles placed next to the control binnacle to starboard.

Side doors to port and starboard with integrated bug screens lead out and latch in the open position.

Upper Helm

The flying bridge helm is also center mounted. There are two 15" (38.10 cm) displays flanked by multi-data displays. The compass is in the center of the two engine panels. Compass direction can be shown on the main displays.

Flying bridge hard top

The hard-top offers plenty of protection from sun and rain. Again, we would move the thruster controls closer to the control binnacle.

The windlass control, searchlight control, bow and stern thrusters, stabilizer panel, auto pilot control, electrical switches, Humphree trim tab panel, grid controller for the main displays, and digital engine controls are all located on the outer, left hand side.

Hard top ladder

Placement of the hard-top ladder makes it easily accessible yet out of the way.

The 30" (76.20 cm) stainless steel wheel is mounted vertically and VHF microphones are clipped on both sides. A tinted windscreen is secured to a surrounding rail. A single and fully adjustable Stidd helm seat sits just behind the controls. A ladder is provided for accessing the top of the hardtop.

Salon

Salon

We enter the salon through a powder coated framed door that opens a full 32" (81.28 cm) and is trimmed with teak on the inside.

The salon is a well-lit, social area with opposing seating on our test boat. Windows run from the overhead to the top of the seatbacks and let in natural light while providing robust outside views.

Cabin

Joinery is exquisite throughout the 610's cabin. Note the grab bars on the overhead to aid getting around in sloppy conditions.

An L-shaped sofa surrounds a coffee table of wood and resin. To starboard another sofa matches the owner-chosen upholstery that contrasts well with the light toned wood throughout.

Air conditioning vents

Air conditioning vents are in the overhead molding.

Space underneath is used for storage. A 48" (121.92 cm) flatscreen TV rises from cabinetry to the aft, port side. Entertainment components are just alongside. Overhead wooden railings were added by customer request.

Salon table

Most of the furniture is built in, creating a cozy salon for family and guests.

Cabinetry

Notice the rounded, bullnose raised edges of the cabinetry.

Galley

Teak steps

Teak steps with holly inlay form the transition from the salon to the raised galley.

The galley is L-shaped with high end, fabricated Caesar-stone counters making up the L-shaped main area. Appliances include a trash compactor and dishwasher.

Kitchen counter

The galley has lots of counter space for food preparation and serving.

There is storage in most all unused space. Reverse opening windows provide storage over the sink. The cooktop is vented from a combination microwave/vent above it. Below is a convection oven. The pilothouse settee also provides clever storage space for larger items such as pots and pans.

Kitchen sink

Built-in, under counter appliances put important tools within easy reach.

A peninsula takes up the space between the main galley and the walkthrough to the pilothouse. All cabinetry and drawer sliders have been reinforced and beefed up to hold heavier items, per customer request.

Galley storage

No space was wasted in the galley.

Pantry

To the opposite side is a sizable pantry, a full-size stand-up refrigerator, more storage, and an icemaker.

Master Stateroom

Stateroom entrance

For overnight accommodations, we head below via the stairs to the starboard side of the pilothouse.

We'll begin with the master stateroom located just aft. The berth is located on the centerline and measures 81" (205.74 cm) x 70" (177.80 cm). The top of the mattress is mounted 31" (78.74 cm) off the deck. The Majilite ceiling is 6'5" (1.65 m) off the deck.

Personal reading lights

Personal reading lights allow one person to have light without illuminating the whole cabin.

Storage is located under the berth in two side mounted night tables, in a large chest of drawers under the opening portlights with electric blinds and in a walk-in closet. Chests of drawers flank a vanity under more opening portlights on the opposite side.

Lighted storage

Lighted storage takes the guess work out of finding stowed items.

Just ahead is the 40" (101.60 cm) TV and we see more of the fit-and-finish that we highlighted above with the wood trim around the door. This is an ocean capable passage maker so the opening port lights have stainless steel plates that can be screwed into position to reinforce their strength and watertight integrity. This is one of the details required for her to receive a CE A rating.

Ports

These ports are at their best when they let light in while keeping water out.

The head includes the usual features of a vanity with mirror just above. Teak cabinetry has more of the satin finish seen throughout the vessel. The toilet is electric flush and serves as a bidet combination unit. A walk-in shower has glass doors, a seat, and tile floor.

Head

Lots of angles and surfaces add visual interest to the head.

Laundry

A door outside the master opens to reveal the laundry.

VIP Stateroom

The island berth is accessible from both sides. Storage is found underneath, to the sides, and in closets.

Stateroom

A sliding shade blocks light from the overhead, opening hatch when darkness or privacy is preferred. Hull side windows and the overhead hatch provide natural light. Bookshelves are in front of the ports. The rails are removable to allow larger items to be loaded before securing.

Slide out berths

The berth slides out to allow for easier bed-making.

The fully-featured head is next to the entry. It also has a separate entrance, allowing it to serve as a day head and shared head for the guest stateroom.

Tile work

Tile work and solid surface counters add a touch of elegance to this second head.

Guest Stateroom

The 17'2" (5.23 m) beam of the 610 allows for side-by-side berths instead of an over/under design.

We see the two berths slid together here. They can be separated as well.

~~Lots of head room~~
Unknown

Headroom here is the same 6'5" (1.65 m) that we saw in the master stateroom.



Removing a hull from the mold is a crucial moment in the construction process. The builder must use a two-part mold in order to get the faux planking reliefs into the hull.

The experienced craftsmen who bring each yacht to life are part of a generational family-managed business in Kaohsiung Harbor, Taiwan, a major yacht-building location. Each member of the shipyard team is dedicated to producing the highest quality product, and most have been working in yacht construction for 20 years or more.

Options to Consider

Most buyers will want to have a hand in choosing things like instruments and electronics. Outer Reef provides ample flexibility in these decisions if the buyer has preferences. Otherwise, they include almost everything right down to the dock lines. In fact, the standard equipment list is almost 14 pages long.

Here are a few things the company lists as options in its equipment list.

- Wood species other than teak, such as wenge, cherry and walnut
- TV mounted on bulkhead between galley and salon
- Stackable washer and dryer

Price

Outer Reef doesn't publish prices, but one source has estimated the base price to be roughly \$2,235,500. We expect a fully outfitted version would go for more.

Image not found or type unknown



The Outer Reef 610 Motoryacht is ready to explore wherever the waters permit.

Observations

Based on our three-hour sea trial of the 610 Motoryacht in mildly sloppy conditions, we would have had no hesitation continuing onward to Bermuda. We might have wanted a fully stocked refrigerator, but little else was missing.

The folks at Outer Reef have worked hard to create a minimum-sized vessel that can handle most offshore conditions yet be large enough for comfortable cruising. Our test boat was certainly well-equipped and equipped with the *right* equipment and brand names. While much of this was optional equipment, Outer Reef guided their customer well, in our opinion.