

May 2020

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BOAT REVIEW

KINETIC 62

May 2020 | Yacht Reviews

Words and photography by Kevin Green.



OUR RATING

4 STARS



MODEL DETAILS

MODEL
Kinetic 62

DESIGNER
Simonis-Voogd

BUILDER
Kinetic
Catamarans, South
Africa

CONSTRUCTION
Carbon composite,
epoxy resin

PRICE AS TESTED
\$3,150,000 USD
plus taxes

SPECIFICATIONS

LOA
18.9M

**LENGTH
(WATERLINE)**
18.4M

BEAM
8.8M

DRAFT
3.1M

Performance catamarans like this carbon 62-footer simply eat up those tradewind miles, while their shallow draught is ideal for gunk-holing.

Most production cruising catamarans have limitations such as upwind ability and are often compromised by their weight. So, for those with deeper pockets and more distant horizons, performance cruisers is the go-to category.

This was the realisation that Kinetic Catamarans company owner Bob Hayward came to in 2015 when he was shopping for one. The dual-national New Zealander-American has spent the last 30 years based in the US – and it's given him good insight into this market.

Unable to find his perfect boat he partnered with experienced South African multihull boatbuilder Leon Scheepers to take over the former Phil Harvey yard in South Africa, including some of the staff who had previously made Gunboats. They renamed the new company Kinetic Catamarans.



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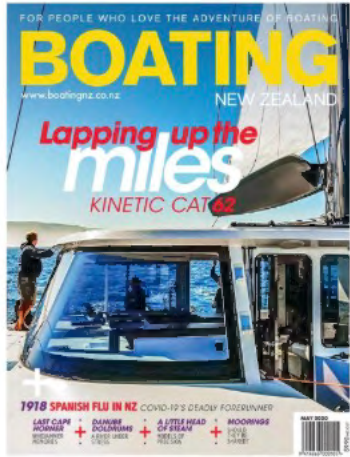
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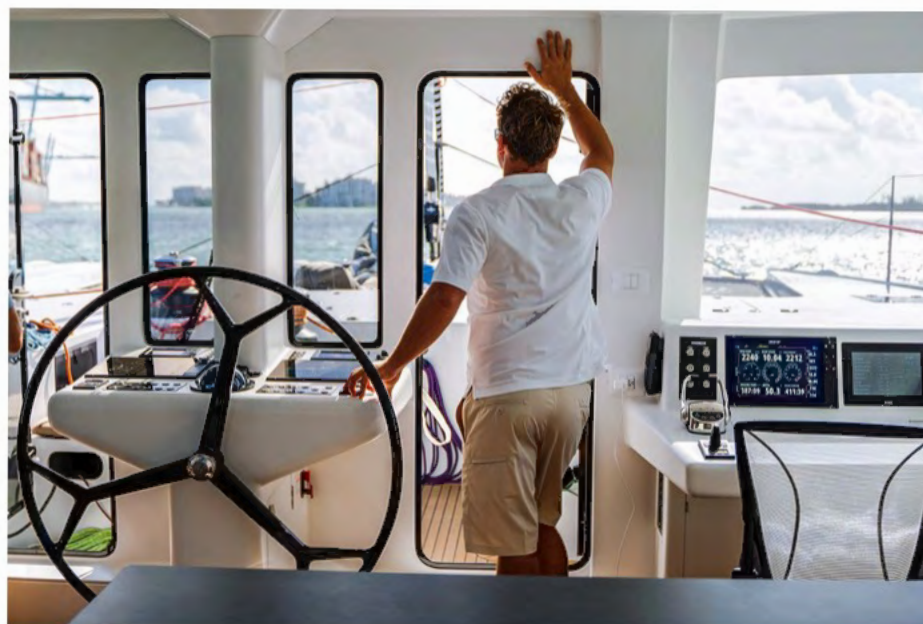


Forward helm

All sail controls and halyards are centralised in the forward cockpit. Just one step behind is the primary helm station, inside the front of the saloon, where there's an array of push-button controls for the sails. These include a dump buttons for the hydraulic mainsheet and the traveller, which is on a line driver.

A good safety option is the Upside Up System from Ocean Data Systems which has quick releases for the mainsheet, traveller and forward sails (if pre-set parameters in shroud tension, pitch and heel are exceeded). Ideally, I'd prefer the button for the latter painted in red, given the KC62's potential.

Of course this push-button system may lack 'feel' but it does give instant control of the sail plan. The moulded console is dominated by two large B&G screens showing trim angles and data. Twin B&G autopilots are the other essentials here for effortless cruising.



Interestingly, there's no engine throttles; instead, they're located nearby on the edge of the moulded navigation station with thruster joystick alongside. Handily, there's also a Dockmate remote handset to control the drop-down bow thruster as well as the Yanmars. Plus there's a joystick.

All house systems are controlled by the Kiwi-built CZone digital switching bus which gives quick error checking and data feedback to the skipper. Also here is one of the main systems cabinets, neatly fitted by Cay Electronics whose engineer Zack Volpe talked me through this extensive installation.

"Installation is just part of our service because we have to extensively test and support the customer afterwards," he says. The other main system centre, in a cupboard in the starboard hull, houses inverters and other electronics high up, well above any water incursion.

Owner's layout

This boat is the owner's version with a port-side suite and two guest cabins in the starboard hull; accessed via stairs on each side of the saloon. Again, the clean design philosophy delivers a fuss-free finish throughout with wipe-down, faired surfaces.

Viewing the owner's suite also allowed me to see the extensive structure of the hulls, which have wide longitudinal carbon stringers and ribs for stiffness. The owner's layout has the athwartships bed midships with bathroom forward and the lounge-study aft.

Good points throughout this suite include generous storage space below the elevated queen-sized bed and a number of portlights which give through-flow of air; ideal for tropical sailing. The other essential in all large sailing cats is also present: an escape hatch on the inside of each hull.



Award-winning Dockmate Remote Control System selected for new Summit 54

by Brian Sheehan 16 May 08:10 PDT



Award-winning Dockmate selected for New Summit 54 © Andrew Golden

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Dockmate, manufacturer of advanced wireless remote controls for yachts, announced today its award-winning Dockmate wireless remote control docking system has been selected by Summit MotorYachts, to be incorporated into the Summit 54. Summit MotorYachts is a new brand that lives under parent company Kadey-Krogen Yachts.

The Dockmate wireless remote-control docking system allows boaters to easily operate electronically controlled engines, bow and stern thrusters, anchor winches and horns from anywhere on board with a small handheld device. Each Dockmate system includes a rugged wireless, handheld transmitter with an easy-grip rubber finish, lanyard and wireless charger, as well as a plug-and-play receiver compatible with most brands of engines and thrusters.

"The Summit 54 is an exceptional build and the perfect platform for our Dockmate system," said Brian Sheehan, Dockmate U.S. spokesperson. "She was designed from the ground up to be a beautiful, long-range cruiser with exceptional features to enhance the comfort of the owners and crew."

"After considering many aftermarket electronics options, we chose to add Dockmate to our new Summit 54," said Tucker West, vice president of sales, Summit MotorYachts. "A product like Dockmate can always make your customers' experience, particularly in stressful situations like close-quarters maneuvering, just a little easier. We are confident our clients will appreciate the functionality that Dockmate provides."

The new Summit 54 is designed with beautiful exterior lines and her hull, with an impressive 330 nautical mile range at 23 knots, was developed by Michael Peters Yacht Design with exceptional seakeeping and performance capabilities. Notably different, inside and out, from other yachts on the market; the interior, designed by Espinosa Yacht Design and interior designer, Katie Astras, is hand-crafted to be classic with high-quality finishes throughout the main deck and lower accommodations. Kadey-Krogen Yachts is recognized by its 40-plus-year history of design innovation and is applauded for building more than 620 semi-custom, Pure Full Displacement™ trawler yachts.

For more information please visit www.dockmate.us.

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For more information please visit www.dockmate.us.

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Official Volvo Penta factory approval for Dockmate

Dockmate, manufacturer of advanced wireless remote controls for yachts, announced today it has received official factory approval from Volvo Penta.

Posted on 4 Dec 2019



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Cold Wheels SeaSucker

Don't carry it. Pull that heavy cooler loaded with food and beverages down the dock. Cold Wheels from SeaSucker are 7-inch wheels with sealed ball bearings that mount on smooth-sided coolers in seconds with no need for drilling holes. For use over rutted and uneven terrain, Cold Wheels can be removed as quickly as they are installed, and they support up to 200 pounds by the sheer power of suction. The stainless steel hardware ensures years of maintenance-free use. When the integrated power button displays orange, a few quick pumps renews its holding power. seasucker.com

\$219/pair

6

Handheld Remote Control Dockmate

Dockmate brings remote control of engines, thrusters, windlasses and horns to everywhere on board with a handheld device. The rugged, wireless transmitter operates within a 150-foot range and is available in four models: single, twin, Twist 3-axis joystick with proportional control, and Twist IPS for pod drives. It will automatically shut down after 30 minutes of non-use and is compatible with both 12v and 24v systems. A five-function Dockmate system includes control of two engines, a thruster, an anchor and a horn. dockmate.com

\$6,800

7

VHF Antenna Glomex Marine

The RA1225HP 8-foot Classic High-Performance VHF antenna from Glomex Marine is vertically polarized to minimize signal reflection on the water, so it works on inland, coastal and offshore vessels. With a frequency range of 156/162 MHz, this collinear-phased antenna has a gain average of 6 dB, maximum input power of 100W and 50 ohms impedance. Its internal elements are made of spiral copper wires inserted into brass radiator tubes, an arrangement that provides its range, clarity and power to enhance the radio's overall performance. The double-thick fiberglass tube has a smooth polyurethane finish and weighs only 1.6 pounds.

glomex.us

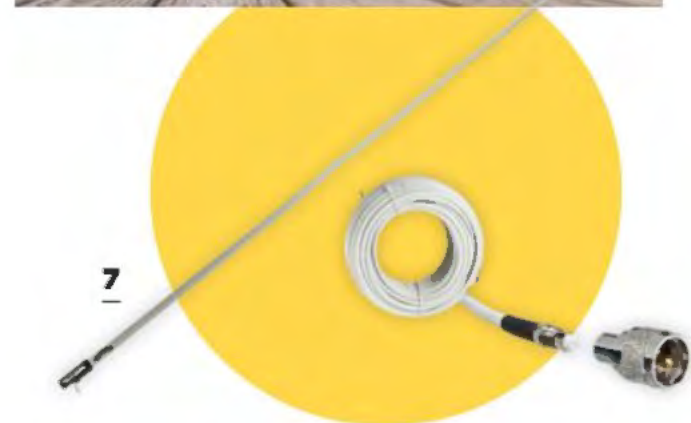
\$185

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Chartplotter Garmin

Chartplotters are getting uber powerful and feature packed, an example being the new GP5MAP 8612xsv from Garmin. The new plotter has a 12-inch full-HD in-plane switching (IPS) touchscreen display for wider viewing angles, superior clarity and sunlight readability, even for wearers of polarized sunglasses. It offers built-in support for all types of Garmin sonar and is preloaded with Garmin BlueChart g3 coastal charts, LakeVü g3 inland maps and Auto Guidance technology. Multiple displays can be flat-mounted edge-to-edge to create a sleek glass helm look, or mounted flush. garmin.com

\$3,999.99



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