

## Iliad 70

# THE SPACE RACE

Powered catamarans have many attractions for both the bluewater cruiser and day sailor alike, who can enjoy the space, stability and fuel efficiency. The Iliad 70 is a fine example of the class, as **Kevin Green** discovers.

**T**he debut of the Iliad marque in 2019 by Australian company Multihull Solutions has brought to market a remarkable new line of powered catamarans.

The Iliad 70, first seen at the 2019 Sydney International Boat Show, followed the Iliad 50's arrival at the Sanctuary Cove International Boat Show. According to company CEO Mark Elkington, who was heavily involved in the conception and design, these two models will also be joined by an 80.

"I explored about thirty yards around the world for an offshore, passagemaker style of vessel that was tough enough to be beached if necessary," Elkington says.

"But most were using IPS engines or couldn't handle the customisation brief that we felt was needed in this growth market segment. Our choice was either to forget about this market opportunity or put a team together and build something ourselves."

The popularity of explorer-style yachts has never been higher, and the fuel efficiency that is a key feature for passagemakers is one area where catamarans, with their low-drag hulls, can become attractive.

The semi-displacement Iliads are capable of double-digit cruising speeds while offering vast ranges: "Our design team had to ensure these boats could do 18–20 knots fully loaded

with cruising gear and a passagemaking speed of 8–10 knots to achieve a 2,000-mile minimum range," Elkington enthuses.

The key to this is a wide array of engine choices, all shaft-drive. But, as Elkington explains, this is not just another powercat.

"The Iliad complements our Fountaine Pajot range, which are IPS-driven boats, ideal for coastal cruising. It's a very different market from the Iliad buyer, where we start at 50 feet, because you need that size to have all the equipment that a true passagemaking boat requires."

That philosophy is clearly what attracted the owners of the first Iliad 70. Ty, who owns a successful computer company in Brisbane, and partner Georgina, began their cat journey on a Fountaine Pajot Saba 50, which they sailed around the Mediterranean after taking delivery in France. They were first in the queue when the Iliad range was announced.

"We'd looked at hundreds of catamarans all over the world, so we knew the Iliad 70 was ideal for us," Ty enthuses.

They also visited the yard in China several times during the build: "Because it was the first Iliad 70, we were involved in a lot of decisions and, of course, expressed our preferences for some materials used and so on," Ty says, and the size was also a clear winner for the couple.





“We wanted the biggest boat we could get that could be comfortably handled by two people,” Ty explains.

The busy CEO often works from the boat when cruising, thanks to satellite communications and ample office space. And although they undertake shorthanded cruising, the couple like entertaining friends and family on board.

“I also wanted to have a lot of gear aboard, such as the biggest jetski possible, a dive compressor, six full sets of dive gear and a large tinny, so we needed that kind of space.”

#### AT A GLANCE

**21.08 m**

Overall length

**9.15 m**

Beam

**60 t**

Displacement

**23 kn**

Maximum speed



The squared-off hull and superstructure certainly create vast space throughout the 70's three levels. What you get, essentially, is a superyacht catamaran with a ballroom-size saloon and accommodation for ten in five cabins, plus ensuite crew quarters in the port forepeak. Throughout the main deck interior, tall windows ensure plenty of natural light and views. The saloon layout has the galley aft to port with lounge opposite, and flows seamlessly out to the deck where diners sit at a 12-person teak table under the flybridge extension. A cockpit wet bar and grill complements the sizeable galley that offers a five-burner gas stove with electric oven underneath and microwave overhead.

Stylish finishes include lacquered doors and precise joinery with various cubby holes to maximise storage. Corian worktops house two deep stainless-sinks near a small dishwasher. Large cupboards overhead and under the worktops are ideal for victualling long-term, while a tall, double-door fridge will hold a lot of perishables; there's further fridge space in the hull. A small complaint, is a lack of fiddles as extra security to prevent crockery rolling onto the parquet flooring when on passage. The lounge couches are sumptuously upholstered in cream Ultraleather and include a chaise longue and a galley bench, which also supports a large flatscreen television. To starboard, a separate cubby with desk.

What you get, essentially, is a superyacht catamaran with a ballroom-size saloon and accommodation for ten in five cabins, plus ensuite crew quarters in the port forepeak.

Walking around the loft-style saloon reveals the level of customisation available such as custom furniture and unusual materials.

“Ty and Georgina asked for a level of finish that included us cutting raw stone for sinks and several other custom design features, but this is what we can offer,” says Elkington.

Climbing up to the port-side console, the helm has clear views over the foredeck and there's also a small lounge for guests. There are electronic throttles and thrusters (one for each bow), an autopilot and Quick windlass controls, with twin Raymarine screens providing the displays. FLIR cameras give the helm selectable views both inside and out, and the main electrical board is conveniently located underneath this elevated area.

Generous living space is the essence of large cats but using the full 9.15-metre beam by creating a deck-level owner's suite gives the Iliad 70 an outstanding feature in which a forward-facing queen bed enjoys panoramic views through the tall windows. There's under-bed storage and more in the aft bulkhead.



**Above and top:** The 9-metre beam allows for a sizeable galley and saloon plus an additional cubby with desk and a raised helm.

**Left:** The main deck master gets great views forward.

**Opposite page:** The vertiginous but stylish topsides and superstructure hide a generous interior while still offering good outside space, including an alfresco saloon forward and hydraulic swim platform aft.



Two sliding doors can seal the area off but when open, there are sightlines through the boat as well as airflow, which is essential for tropical cruising.

The master's ensuite is in the starboard hull, accessed via a long, steep stair that reminds you just how tall the Iliad 70 is. The ensuite includes a separate shower, electric head and plentiful space.

For guests, the hulls offer four double cabins plus a crew berth. Accessed from the middle of the saloon on either side, there are two symmetrical aft cabins with athwartships queen beds and spacious aft ensuites, although the ensuites don't have opening hatches. On this 70 the starboard forward cabin offers two single beds and a forward ensuite. There is also handy bench space down here and a lazarette complete with washing machine. The port hull's forward cabin reveals a small double bed with ensuite alongside, and a desk.

The additional double Vitrifrigo fridge drawers and storage are found in the corridor here and all the cabins offer tall wardrobes that are ideal for longer cruising, although they have rather weak magnetic catches – a minor nitpick in what is otherwise exemplary accommodation with an outstanding finish.

The spacious flybridge offers plenty of space, not only for guests but also for housing the crane-launched tender – a popular choice for bluewater cruising, although on shorter trips or when the tender is in regular use, the hydraulic swim platform offers another option.



Some may prefer a spa pool or bar up top instead, and this is one of many customisable features. As it stands, the flybridge is dominated by the central lounge with sun beds, wet bar and barbecue, and seating for 12 protected by the hard top. The skipper can also enjoy this area from the starboard helm, where the controls copy the internal helm.

Wide stairs lead down to the Flexiteek deck where wide side decks with deep bulwarks lead to the bows.

**Above and top:** The generous beam translates to larger interior living spaces and also an expansive flybridge deck, complete with lounge and dining area, bar and space for a large tender or additional elements.

The fully equipped upper helm is nicely incorporated to keep things sociable.

Up front, I stretch out on the foredeck sun bed before sitting upright on the sunken flooring to take notes. There are storage lockers for fenders and ancillary gear, and a Quick windlass. Other key deck gear includes aft capstans and sizeable cleats all round.

The infused hull meets CE category A and has solid keels to allow beaching. There are watertight bulkheads in the engine room, the central hull and in the bows. Elkington explains, “It’s a full vinylester hull below and above the waterline with monolithic solid glass around the keel line and key parts.”

Engine room access is down ladders via two large hatches on the aft decks. This first 70 is fitted with Volvo Penta D11-725s that prove quiet on our trials. There’s ample space to access service points, including the Racor fuel filters and, in the starboard hull, the 22 kVA generator that runs a dive compressor and watermaker. Other quality electrics include Victron charger/converters and a bank of eight AGM gel house batteries. The electrical panel is high on the bulkhead and there’s a fire suppression system that’s also supported by FLIR camera monitoring.

**Below:** The 70's capability for long-range autonomy means owners can enjoy extended cruising in more remote regions.

**The capabilities we have aboard allow us to stay offshore for long periods thanks to the watermaker and multiple power sources such as the generator and an extensive solar array.**

Our time is limited as Ty and Georgina are arriving for their maiden voyage but I manage a brief sojourn on Sydney Harbour with skipper Leon Bowles, with whom I’d sailed the Iliad 50. He tells me, “She’s a much bigger boat but her weight keeps things under control; she handles just fine.”

Leaving the quay is easy with the bow thruster and one engine. Accelerating clear of the no-wash zone, we sedately motor under Sydney Harbour Bridge with only a faint murmur from the Volvos as we cruise at 8 knots. Snug behind the tall console and aided by clear plastic spray screens, the alfresco steering is enjoyable.

We accelerate with a roar from the Volvos and quickly hit our fast cruising speed of 17 knots.

Trying the interior helm proves a perfect excuse to escape the apparent wind as we approach Sydney Heads. Perched high on the single helm seat, visibility is good all round and the FLIR camera system helps cover any blind spots. With the throttles hard down we reach an impressive 22.4 knots and I also note that the vases on the galley bench don’t budge an inch.

It’s clear the Iliad 70 is a very capable cruiser and this is confirmed by Ty when we talk in 2021: “The capabilities we have aboard allow us to stay offshore for long periods thanks to the watermaker and multiple power sources such as the generator and an extensive solar array,” he explains.

“Also, the Iliad can do 20 knots, which has allowed us to dodge weather, and the long-range tank capabilities mean we can go to the northern reefs without fuel worries.”

His only major addition has been a Dockmate black box control system to allow joystick docking and control of the anchor. A pretty solid testament after two years of ownership. [O](http://iliadcatamarans.com)

**SPECIFICATIONS**



# Iliad 70

1

## MAIN DECK

Well-equipped galley is perfect for entertaining and sociably connected to aft saloon and aft deck areas. Master cabin forward has great views. There's room for a workspace cubby and decent raised helm with guest lounge.

2

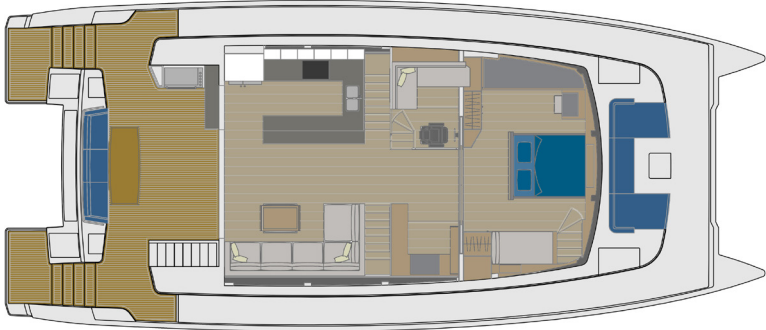
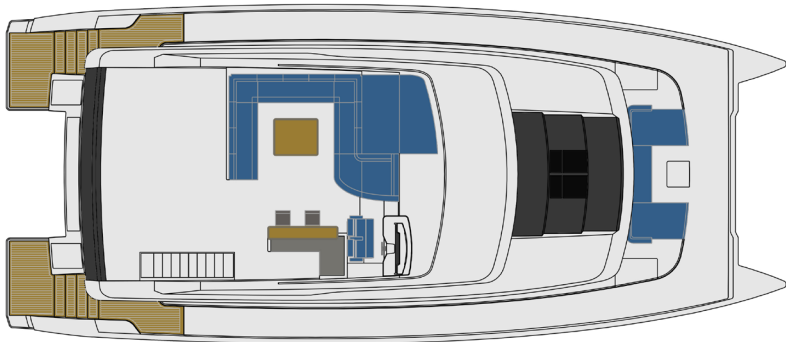
## FLYBRIDGE

Seating and dining for 12 with bar, barbecue and customisable aft end if not used for tender. Total of 50 square metres of deck space makes it one of the biggest in its class.

3

## LOWER DECK

Four guest cabins enjoy plenty of space in hulls alongside additional fridge space, laundry and handy benchtop. Starboard forepeak offers crew cabin for those who want help.



## SPECIFICATIONS

Builder	Iliad Catamarans	Speed (max)	23 knots
Model	Iliad 70 Power Catamaran	Speed (cruise)	Passagemaking 8 knots; fast cruise 17 knots
Country of build	China	Fuel capacity	7,600 litres
Designer	Riccardo Bulgarelli	Range	In excess of 4,500 nm (at 8 knots)
Naval architect	Riccardo Bulgarelli	Freshwater capacity	1,300 litres
Interior designer	ITAC Marine	Blackwater capacity	950 litres
Year of build	2019	Greywater capacity	950 litres
LOA (length overall)	21.08 metres	Generators (main)	Onan
LWL (waterline length)	20.76 metres	Gen-set size	22.5 kVA
Beam	9.15 metres	Bow thruster	Side-Power
Draft	1.25 metres	Winches	Quick Spa Tumbler
Displacement (fully laden)	60 tonnes	Anchoring systems	Quick 3,000 W
Classification	CE Category A-12, B-12, C-20, D-30	Navigation electronics	Raymarine
Hull construction	Hull bottom and sides in sandwich of vinyl ester GRP and PVC core	Depth sounder	Raymarine
Superstructure	Main deck and deckhouse in sandwich of GRP and PVC core	Underwater lights	Aqualuma
Engines	2 x Volvo 725 hp	Tenders	1 x RIB (3.7-metre), 1 x Alloy (4-metre)
Output	533 kW	Owner & guest berths	1 x master suite, 4 x guest doubles/twins
Propellers	4 blade	Crew	1 x crew cabin
Drive train	Shaft	Maximum people on board	30
		Standard warranties	5 years
		Price (landed including options)	AU\$5.5 million

Leave the shore behind, not your connections

INTERNET

high speed for streaming, unlimited & global coverage

+

VOICE

clear connectivity via VoIP or Wi-Fi-enabled cell

+

LIVE TV

regional satellite services worldwide

+

SERVICE

world class service and seasonal flexibility

Discover how good the best can be.  
[coursemaster.com/kvh-satellite](https://coursemaster.com/kvh-satellite)

That's why KVH is the number one choice to keep you connected at sea with Internet, voice, and live TV. Our award-winning TracPhone® and TracVision® connectivity solutions deliver cutting-edge technology to give you an at-home experience wherever you go. Whether relaxing with family and friends, working remotely, or both, KVH has your perfect solution.



Matching solutions for every size boat or yacht.

COURSEMASTER  
AUTOPILOTS

**Australian distributor:** Coursemaster Autopilots Pty Ltd  
2/66 Lower Gibbes Street Chatswood NSW  
Ph: 02 9417 7097 | [sales@coursemaster.com](mailto:sales@coursemaster.com)  
For all the details visit: [coursemaster.com/kvh-satellite](https://coursemaster.com/kvh-satellite)