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## Galeon 510 Skydeck

# MORE THAN MEETS THE EYE

Get ready for a new convertible flybridge/cruiser, the likes of which have never been seen in Australia.

**Brittany Cooper** previews the Galeon 510 Skydeck, the ultimate transformer for versatile social spaces.

**T**he term transformer might naturally conjure visions of a self-configuring modular extra-terrestrial robotic lifeform – think of the 1980s animated series and spinoff franchise. The Galeon 510 Skydeck is perhaps not quite that curious a creature, but it is being called “the future of luxury yachts”, and if it proves itself in Australian conditions it may well turn out to be a landmark model for its size: eminently adaptable, replete with spaces that open onto nature, and featuring high quality materials and European craftsmanship throughout.

I had the chance to jump aboard hull number 62 of the innovative three-cabin model from Galeon Yachts on the Gold Coast, accompanied by Alexander Marine Australia dealer principal Todd Holzapfel who, this year, is excited to introduce the Polish brand to Australian and New Zealand markets, with the backing of Ocean Alexander's Johnny Chueh.

One of the third generation of Galeon boats, this model came from the boards of UK-based Tony Castro Yacht Design and Italian studio Roberto Curtò Design, with significant input







## AT A GLANCE

**16.21m**

Overall length

**6m**

Beam with balconies down

**27t**

Displacement – fully laden

**32kn**

Maximum speed

from Jacek Kobylko, owner of the Gdansk-based company (and son of founder Wiczysław Kobylko).

The real standout features of the model are twofold. First, and perhaps the less immediately striking, is the highly unusual open air upper deck that gives the 510 Skydeck its name. Is it a flybridge given the elevated helm station, or is it a coupe given its smooth, sporty profile? Potentially it is both at once, as Schrödinger would put it.

The key to the conundrum is an automatic soft top cover, not unlike those that convertible cars employ to connect their owners to the sky. “Have you ever seen a disappearing flydeck?” Holzapfel asks cryptically, and at the touch of a button, all is revealed – or rather, covered – by a black soft top (of Sunbrella fabric over hydraulically powered stainless steel ribs) that seals the helm station and sun pad lounging area as if it never existed, forming part of the exterior’s graceful curve.

You would never suspect that underneath that lean, assertive profile the skydeck seats seven, with a rating to 800 kilos, a full helm station with three spacious chairs, a hi-lo table and inviting lounge area. There is no

“Have you ever seen a disappearing flydeck?” Holzapfel asks, and at the touch of a button, all is revealed – or rather, covered.

stowing required, and the transformation process is quite swift – a little under two minutes all up. There are many reasons why boat lovers may not want a flybridge – perhaps they dislike the inevitable clears, or object to the dominant, bulky shape, or want to avoid a high centre of gravity. But with this level of convenience, why not revel in the best of both worlds?

The second extraordinary feature of this social butterfly – and one which is sure to draw envious, even confused looks at marinas and anchorages – is the foldout beach club, the first of its kind seen in this segment







of our market. With the push of a(nother) button, sections of both gunwales, port and starboard, fold out into neat cantilevered balconies to extend the usable cockpit width up from the beam measurement of 4.46 metres to six metres.

Expanding the space further, when the wide side windows slide away, suddenly you have the ultimate entertaining zone: on the port side, two bar stools can be set up along with foldout bar surface, which effectively doubles galley bench space. On the starboard side, there is a sofa that can be configured to face the water – the perfect spot for a sunset cocktail and some tunes over the Fusion or Bose sound systems.

There are, of course, removable safety ropes, stanchions and safety pins in stainless steel – it takes a couple of minutes to set all these up, including the hydraulic action. When they're folded up, you've once again got the sleek profile you may need to fit into your berth.

The adaptability does not stop here – it is a recurring motif throughout the functional and living spaces. Hopping inside to the main deck's gleaming starboard side helm station, there is a swivelling helm seat that turns 90 degrees to form an extension of the sofa when the helm's not in use. Unfortunately this seat is not height adjustable, though the hi-lo lounge table is. The helm-side window slides open completely, which is both lovely for the added breeze and sure to aid with



docking. Holzapfel says a docking remote would be an option, but you're unlikely to need it with both bow and stern thrusters – which come as standard – at the ready.

For more contact with the elements, the helm area also has a retractable sunroof panel that opens a swathe of sky overhead in 10 seconds, almost silently. On the foredeck, the table can be stowed and lounge backrests folded down under a lid for streamlined cruising. Aft, the hi-lo tender platform happens to double as a fine swimming platform, and its steps fold into a sturdy mini

**Previous page:** Gunwale sections drop down port and starboard to form balconies, creating a fold-out beach club.

**Opposite:** The hi-lo aft platform features lowering steps that make getting in and out of the water a breeze.

**Top:** The flybridge provides an excellent outside space, but can be transformed into an enclosed area at the push of a button.

metres, meaning the cruiser will be perfect for careful manoeuvring around both reefed areas and sand banks such as those flanking the Gold Coast's waterways, where we take the 510 for a spin. Sliding out at 9.7 knots towards South Stradbroke, the 510 averages 91L/hr in fuel consumption. We reach a snappy 32 knots seemingly effortlessly, and with reasonably low noise levels. Holzapfel informs me that during the two-day delivery trip from Sydney to the Gold Coast, they punched into nasty weather the whole way, taking on a headwind and relentless two-metre waves yet still achieving a respectable 22.5 knots at 75 percent load, using between 175–190 L/hr.

All said and done, the Galeon 510 may not be able to defend the planet against Decepticons, but it certainly does promise to get the adrenalin pumping, and transform your favourite place on Earth into a space that's even more social, more open to sea and sky, and – ultimately – more liveable. And that's enough to get anyone animated. [O alexandermarineaust.com.au](http://alexandermarineaust.com.au)

**SPECIFICATIONS** ➔



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# Galeon 510 Skydeck



1

UPPER DECK

A genuine category leading point-of-difference attribute, the skydeck seats seven with sun lounges, adjustable table and second helm station. Easily configured or hidden away with a hydraulic soft top.



2

MAIN DECK

Fold-out balconies with bar stools top an array of features to maximise space. Galley aft layout connects saloon and cockpit. Euro styling and quality finishes complete the package.



2

LOWER DECK

Centreline siting of full-beam owner's suite with queen size island berth amidships minimises roll. There's a private bathroom for the owner; VIP and guest cabins boast plenty of storage and décor flourishes.



## SPECIFICATIONS

Builder	Galeon	Range (at 24 knots)	190 nautical miles
Model	510 Skydeck	Freshwater capacity	650 litres approx
Country of build	Poland	Blackwater capacity	240 litres approx
Designer	Tony Castro Design Studio / Roberto Curtò Design	Greywater capacity	390 litres approx
Interior designer	Galeon in-house team	Generators (main)	Cummins Onan
Year of build – debut	2019	Gen-set size	17.5 kW
Length overall (LOA)	16.21 metres	Bow and stern thrusters	Side-Power
Waterline length (LWL)	14.44 metres	Winches	Quick
Beam	4.4 metres / 6 metres with balconies down	Anchoring systems	Stainless steel self stowing Ultra 35kg with galvanised chain
Draft	1.47 metres	Navigation electronics	Raymarine Axiom 12 touch screen electronics including GPS, plotter, sounder and digital radar
Displacement (fully laden)	27 tonnes	Depth sounder	Raymarine
Hull construction and superstructure	GRP	Owner berth	Full beam master stateroom with queen bed & ensuite
Engines	2 x Volvo Penta D11-725 (optional Volvo IPS)	Guest berths	Bow VIP guest with queen bed. Starboard guest cabin with twin bunks.
Output	725hp each	Maximum people on board	12
Propellers	Bronze 5 blade 28.5 x 35	Warranty	Two year limited
Drive train	Shaft	Classification	CE Category B
Gear box	ZF V-drive		
Speed (max)	32 knots		
Speed (cruise)	24 knots		
Fuel capacity	1,800 litres		

16.21m

Length overall

32 knots

Speed (max)

1,450hp

Output

1,800L

Fuel capacity