



# *The Tank*



# ILIAD 70 *Commander*

*With its dominating silhouette and commanding performance, the new ILIAD 70 evokes the might of famous regimental tanks. But its luxurious style and space make it more a vessel for unforgettable escapes, reports JOHN CURNOW for [PowerBoat-World.com](http://PowerBoat-World.com)*





**Above:**  
Enormous  
flybridge for  
entertaining.

**Opposite top:**  
Incredible  
space and  
storage.

**Opposite  
below:** Idyllic  
foredeck  
lounge.

**C**learly there were distinct notions of the famous M1 Abrams, courtesy of the forward-only vision out of the bridge through a 'slot-type' arrangement, as it were.

You cannot see the bows – a term also used by tank commanders – for the expansive coachhouse roof of what is the Owner's Stateroom blocks them. Equally, looking out aft is absolutely precluded, given where you are, perched up on a mezzanine deck at the forward end of the main saloon.

Now, the fact that the ILIAD 70 certainly weighs into the same class as the 50-tonne tank is about where all the comparisons end.

She is not cramped, nor outrageously hot, and certainly not deafeningly noisy. Best of all, there is no stench from either petroleum-based products, or far worse, expended rounds. Good, huh?!

So, what you do get, also immediately, mind you, is a sense of just how magical a spot it will be for passage making, which is exactly its intended purpose. You even have a delightful lounge to port that will be the daybed par

excellence as you go from here to there, with there being a long, long, long way off.

The reason is simple: you can have up to 4000nm of range. At a more sprightly 10 knots or so, you'll be burning just 30l/hr as you chew up 240nm days and still be looking at an overall range of over 2000nm before having to bunker once more and fill her 7,600-litre tanks. And that's what the ILIAD premise is all about. So, QED right there.

Of course, in more populated waters you'll be helming from up on the flybridge with commanding views of all before you, and for that matter, all behind you as well. Should you have a cast of thousands on board, then at least half of them will be able to enjoy the bar, lounge and conversation pit in close proximity to you. One or two could even score a great spot right beside you.

The mighty ILIAD 70 comes hot on the heels of her smaller sister, the ILIAD 50. The 70 is a vessel as effortless as she is imposing, rewarding as she is voluminous, and quite captivating, perhaps something akin to an opera singer. Think Montserrat Caballe...



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As mentioned, the silent, long-range running, along with the fully customisable solutions inside the existing hull and deck format, is really what the ILIAD brand has been built around. At displacement speeds, the whole experience is completely effortless.

If ever there were an argument for buying a five-million-dollar passage-making vessel of stupendous proportions, then the ILIAD 70 would have to be it. Add in the economy already mentioned and full vinylester resin infused hulls using 80-100kg/m<sup>3</sup> mat, and you could pretty much end this report right here.

Yet, that does not do a lot to describe this, Hull #1 of the series, or the brand itself. The all-important ILIAD ingredient is its customisation option.

"We put in about 30 to 40 per cent more labour to account for our clients' individual customisation wishes," said ILIAD Catamarans CEO Mark Elkington.

This is something you recognise on every ILIAD, but perhaps in the 70, by virtue of its scale, you can't ignore it. The five bathrooms have great-looking black stone. You also get to choose what's normally an observation lounge and lower helm station as your Grand Stateroom, should you wish. This means the mezzanine disappears, and the second tier of windows fills the atrium with light.

This model has four additional Staterooms and heads with a laundry also in the starboard hull. There is a skipper/crew cabin in the port fo'castle that can easily be a teenagers' snug, and the starboard fo'castle is the owner's head. The ILIAD 70 is certainly sumptuous, and the whole craft also offers that very rare quality on a boat – your own space and privacy. I think this is what I was most compelled by, from foredeck lounge to party bar up top, or retreat into your cabin for maximum chill out.



**Top:** Generous saloon with luxury finishes.  
**Centre:** A galley to rival the finest apartments.  
**Below:** A foredeck lounge to enjoy sunset cocktails.  
**Opposite top:** A master cabin like no other.  
**Opposite below:** The ILIAD 70 has room for all the mod cons to enjoy carefree extended voyages.

Should you want others to join you, whom they'll tell you are essential when you have this much magic on offer, then the galley will accommodate three chefs working away and not offer any clashes. Toys, like various sized tenders and road bikes, can go up top where a heavy-duty crane ensures that 'effortless' remains the word of the day. If you're an inside kind of person, then the whole lot can be enclosed and air conditioned so your room with a view can handle everything from the tropics to the Northwest Passage.

Talking of passage making, it was clear that the new owner of Hull #1 wanted to do long-distance cruising at around 10 knots, which is quite fast. Screw selection was critical to this, so as to get the best RPM out of the Volvo D11 725s driving the 59kg 740x750mm screws at the end of the inline shafts. The four-bladers are an alloy of copper, aluminium, manganese, iron, nickel and zinc, with trace amounts of tin and lead.

It all means they are pushing the super-efficient hulls with a minimum of fuss, which is why they can do it at 1200 RPM. This equates to the 30l/hr combined, which, for 60 tonnes wet ship, is totally commendable. Given, too, that Hull #1 holds slightly less fuel at 6,700l overall due to client requirements, it is an important item to note. Another noteworthy aspect is that this ILIAD is insured with Pantaenius, not only because they can provide genuine offshore cover that can go around the globe with you, but because it is the most comprehensive, which is critical when you are talking about these sorts of sums.

However, like everything, there is a trade off. The client did not want top end so much, so this boat does not offer as much of a dual purpose as the ILIAD 50 we had tested. The whole equation and balance at something like 17 knots is just not there as it was with the very first ILIAD. She will go on to 21 knots, but it is all just information at that stage, as there is nothing at all to be gained up there, save for getting away from a fierce storm or something like that.

You know, I reckon a pair of 10HP outboards would clip the ILIAD 70 along nicely in flat water and with no breeze, for she is that slippery. Tank testing saw to that aspect, but as for my tip, well, I think we can assume it is probably best left in the 'don't try this at home' category.





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Anyway, a change of screws will return the craft to her twin state of mind, but then at 10 knots you'll do 38l/hr, so you can now see where the original statement came from. Still, it is very hard to argue with 30l/hr at almost 11 knots, as we have here, and provided that is where you are going with your boat. This ILIAD 70 also stands up magnificently against explorer craft with their single diesels and 7 or 8-knot passage speed (or less for some).

Equally, I would have gone with underwater exhaust, for at cruise speed the ILIAD 70 would have been almost electric. Between the double glazing and the extra distance from helmer to engine room afforded by her increased LOA, peace may have found a new name. Waterline exhausts burn the topsides on long runs. I mean, you can have a funnel if that's what you choose, but I reckon we have moved on from all of that. Still, it is what the customer wanted, and so the golden rule gets applied - happily.

Ultimately, what you are left with is the sensational fit and finish, the ability to make it your own in any way you want, more than enough space for any ardent Trekkie to conduct a whole new series, along with some of the best style and grace going around in this very popular segment. The ILIAD 70 is also very price competitive when you consider all you get, and the fact it would be a much larger monohull that would offer the same.

Applying the 'would-I-have-one?' test, you do feel very compelled because of all of the above - as well as shallow draft - meaning you can get into some terrific anchorages. I still think the hardest part of ownership would be telling all the people who would want to join you that you are full up.

I guess you can just contemplate that from the tranquillity of some Pacific atoll, or see what might be written on the underside of your eyelids... ☺

ILIAD 70 SPECIFICATIONS	
<b>LOA:</b>	21.08 m   69.1 ft
<b>Beam:</b>	9.15 m   30.01 ft
<b>Draft:</b>	1.25 m   4.29 ft
<b>Displacement (light):</b>	45,000 kgs
<b>Water Capacity:</b>	1,200 L
<b>Fuel Tank Capacity:</b>	7,500 L
<b>Certification:</b>	CE Cat A - Ocean 12+
<b>Builder:</b>	ILIAD CATAMARANS
<b>Architect:</b>	Riccardo Bulgarelli

ILIAD 70 PERFORMANCE		
Speed (knots)	RPM	Fuel (litres per hour)
7	900	12
10	1200	30
17+	2100	from 150

#### MORE ILIAD 70 INFORMATION

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