

ASIA'S LEADING YACHTING LIFESTYLE MEDIA



## GROWING APPEAL OF MULTIHULLS

SUNREEF, LAGOON, FOUNTAINE PAJOT, LEOPARD, BALI, EXCESS,  
AQUILA, SILENT, ILIAD, NEEL, LEEN, PMG, PRESTIGE, BLUEGAME

**CATAMARAN REVIEWS:** 100 SUNREEF POWER,  
LEOPARD 46 POWERCAT, BALI 4.4

**OTHER REVIEWS:** SUNSEEKER 65 SPORT YACHT, DUFOUR 61,  
BENETEAU GRAN TURISMO 45, NIMBUS T11

**LEADER:** MICHAEL KÖHLER, SILENT-YACHTS

**INTERVIEW:** FIRST PRINCESS X95 FOR SOUTHEAST ASIA

**SHOWS:** SANCTUARY COVE, DUBAI, LA GRANDE MOTTE

**RACING:** SAILGP, CLIPPER RACE

HONG KONG: HKD80

CHINA: RMB90

SINGAPORE: SGD12

MALAYSIA: MYR32

THAILAND: THB350

PHILIPPINES: PHP 450

VIETNAM: VND200,000

INDONESIA: IDR 125,000

REST OF THE WORLD: USD12



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**ISSUE 65**



65

COVER PHOTO: 100 SUNREEF POWER



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# YACHT style

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## FRONT EXIT FOR SILENT 60

*Featuring a saloon door to the foredeck, the first Silent 60 Front Exit has been launched by PMG Shipyard in Thailand.*

**T**he first Silent 60 Front Exit has been launched by the PMG Shipyard (*Shipyards, Issue 61*) in Rayong, Thailand, before delivery to its owner in Florida. PMG is among facilities in Thailand, Italy and Turkey that produce boats for Austrian-owned Silent-Yachts, a leader in solar-electric catamarans.

The original Silent 60 (*Review, Issue 63*), also built by PMG and launched last year, is a Front Master version and features a full-beam owner's suite forward of and set slightly below the saloon.

The Front Exit version provides direct access from the interior through a forward saloon door to the foredeck, which features an open-air lounge with enough room for up to six people. The forward door also increases air circulation through the saloon.

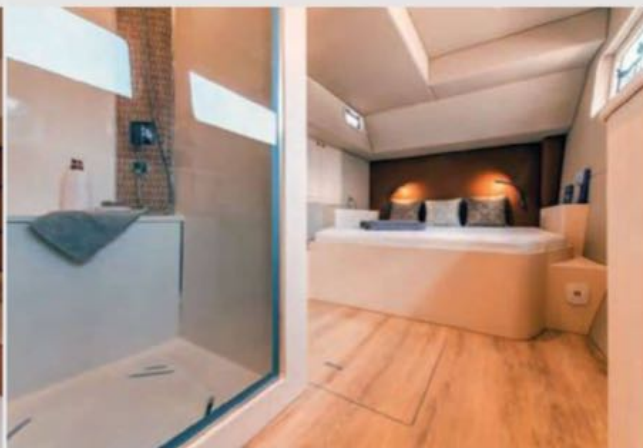
The yacht is fitted with twin 250kW electric motors, a 150kW generator and a 225kWh lithium-ion battery bank.

The hulls feature features four cabins including a large master cabin with a window-facing bed and a private lounge with L-shaped sofa. The interior features a bright, warm décor, while another Silent 60 Front Exit with a darker décor will follow.

All future Silent 60 models will feature a raised main deck and a flush saloon floor, a design that also increases the ceiling heights on the lower deck, as well as the storage space under the cockpit.

The brand's other models include the Silent 62 3-Deck, which is slightly longer than the Silent 60 and features a much larger flybridge, which can be open or enclosed. The Silent 80 also has the option of a 3-Deck design, open or closed, while the flagship 120 is being built in Turkey. ☞

[www.silent-yachts.com](http://www.silent-yachts.com)  
[www.pmgshipyard.com](http://www.pmgshipyard.com)







## SILENT OFFERS HYBRID DRIVETRAIN

*Austrian-owned Silent-Yachts is collaborating on the Silent VisionF 82, a hybrid version of one of its Turkish partner's existing powercats.*

**S**ilent-Yachts has revealed details of the Silent VisionF 82 hybrid aluminium powercat, a product of the solar-electric catamaran builder's ongoing collaboration with the VisionF shipyard in Turkey. VisionF is one of the production facilities for Silent-Yachts models along with the Austrian-owned brand's facility in Fano, Italy, and the PMG Shipyard in Rayong, Thailand.

After VisionF reached out to Silent-Yachts to incorporate green technology on its existing VisionF 80, the collaboration produced a hybrid version with design changes including a slight increase in length, hull amendments and a larger hard top to increase the capacity for solar panels. The 24m catamaran has a beam of 9.9m and the first unit is expected to be launched in late 2022.

Michael Köhler, founder and CEO of Silent-Yachts, said: "The Silent VisionF 82 is a fantastic yacht that will combine the best of both worlds. The aim of our collaboration with VisionF Yachts is to share our expertise and know-how. We're very keen to share information about our propulsion systems to help guide the yachting industry towards a more sustainable future."

The flybridge is fitted with a large solar platform like other Silent models to provide electrical energy that can be stored in a Lithium-ion battery bank (160kWh) to power all household appliances. The yacht will be equipped with a parallel hybrid drivetrain, while a fully electric

version is also available.

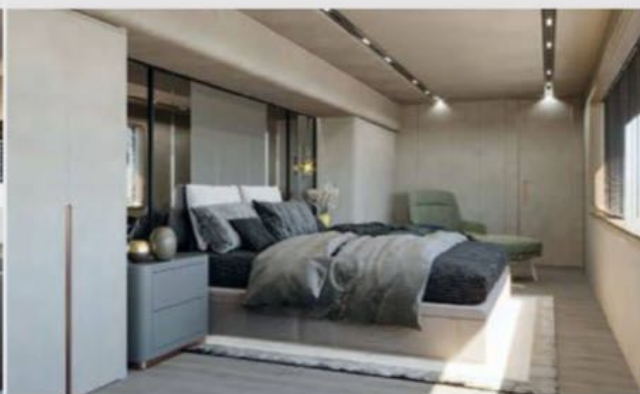
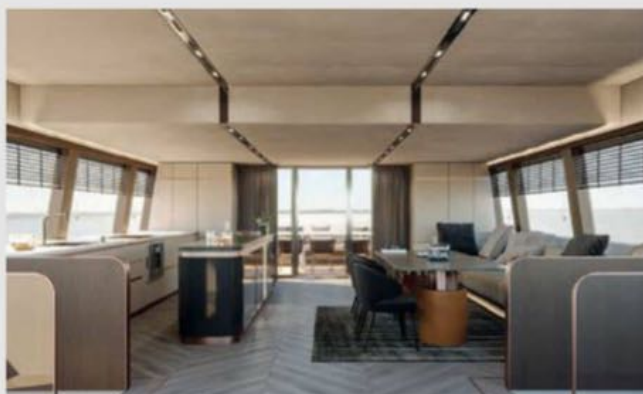
The parallel hybrid system will offer electric, hybrid and power driving modes, as may be offered on a hybrid car. In hybrid mode, the system will automatically select the electric motor, diesel engine or both, depending on factors such as speed and battery state. In power mode, both the diesel engine and electric motor will be engaged to boost acceleration and speed.

The yacht has a single helm seat at the starboard side of the saloon and twin helm seats on the port side of the covered flybridge, which can also have a fixed dining table, sofas and seats, or an open-plan design with loose furniture.

The main deck features alfresco dining in the aft cockpit and a 580sqft saloon that can include a long galley to starboard. An alternative galley-down layout has the kitchen in the aft end of the port hull. The large solid foredeck includes a sunken lounge area.

Accommodation options include a 190sqft master suite in the starboard hull along with a guest cabin that can alternatively be used as an office and gym. The port hull can house two double or twin en-suite guest cabins, as well as either a galley or crew cabin aft, while the forepeaks can also be used as crew cabins or for storage. ⚓

[www.silent-yachts.com](http://www.silent-yachts.com)





LEADER | Michael Köhler, Silent-Yachts

# KÖHLER POWER

*Founder and CEO of Silent-Yachts, Austrian Michael Köhler has been pioneering the use of solar power in yachting for over a decade and is now looking to share his company's expertise and technology with other builders.*

INTERVIEW JOHN HIGGINSON PHOTOS SILENT-YACHTS







The Silent-Yachts facility in Fano, Italy, covers over four hectares

**Michael, following a busy couple of years promoting, selling and building your new line-up of models, can you provide an overview of your current production?**

Across our own facilities in Italy and with our partners in Turkey and Thailand, we're currently building 19 yachts comprising 10 units of the 60/62 series, six 80 series, the flagship 120 and two Silent VisionF 82 hybrid catamarans.

Since late last year, we've already delivered the first three units of the Silent 60. This year, we hope to deliver about 10 units of the Silent 60, three of the Silent 80 and two or three of the Silent VisionF 82. We're convinced we can achieve this.

In total, we've already put 15 boats in the water when you count the first three 60s, our Solarwave 46 from 2009 and the Silent 64 and 55, our first production models.

**Can you give an overview of the Silent-Yachts facilities in Fano and which models you produce there?**

The site has about 22,000sqm (2.2 hectares) of covered facilities in four big sheds and about the same area outside the sheds. It has a double set of moulds for the Silent 60 and a single set for the Silent 80. The number of workers is hard to determine because the Italian system uses a lot of sub-contractors, so it's difficult to know how many people are working on our furniture, for example. I'd estimate there are maybe 200 people in Italy working on or for our boats.

**Silent 60 models have also been built at the PMG Shipyard in Thailand for the last couple of years, but what led to your recent partnership with Turkish yard VisionF?**

We met them at the Cannes Yachting Festival last September as they had a booth next to us and showed their VisionF 80 catamaran. It looks very sleek and we were pleasantly surprised about the high quality of construction and the clever layout, especially when you realise the dimensions of the interior. The only drawback is that it's fully diesel powered, which really hurt us.

As we talked to them, they were enthusiastic about our solar-electric knowledge and ability to help them power all onboard



## MICHAEL KÖHLER

Michael and his wife Heike are the founders of Silent-Yachts. In 2009, after years of testing solar-powered propulsion, they launched the Solarwave 46, a fully self-sufficient blue-water catamaran. Silent-Yachts started producing the Silent 64 in Turkey and Silent 55 in China before developing its current range including multiple versions of the Silent 60/62 and Silent 80, plus the flagship 120. Today, the company has its own production facility in Fano, Italy, and cooperates with shipyards in Turkey (VisionF) and Thailand (PMG) to keep up with production. Michael and Heike have received awards for their research on alternative energy production and consumption on boats, lectured on energy consumption on superyachts and published a book, *Energy Supply on Yachts*. The couple have spent over 5,000 days on board yachts and sailed more than 75,000nm around the world.



Köhler at the wheel of a Silent 55, a model that has made way for the new Silent 60 in production in Italy, Thailand and Turkey; interior of the in-built Silent VisionF 82

appliances without using a generator. We quickly became friends and decided to pursue a partnership. Several visits followed and in October we signed a contract to start the production of some of our boats, so we brought over moulds and even some finished hulls just to speed up production. They're producing the Silent 60 and Silent 80, and are incredibly fast. They've also started on the production of two Silent VisionF 82s, which is the hybrid version of their VisionF 80.

**Can you tell us more about the Silent VisionF 82?**

It's longer than the VisionF 80, the underwater part of the hull is new and the roof has been enlarged to fit more solar panels. It has a slightly different interior, with more European taste, and we've made big changes in the energy system. It's the same system we use on Silent-Yachts models. For propulsion, the client can choose between diesel, diesel-hybrid or pure electric.

**Is Silent-Yachts open to sharing its solar-electric technology with other builders?**

Definitely. It's hard to compare us to Elon Musk because he's a few

times bigger than us, to say the least, but he did the same. He opened all his Tesla patents and I think it was a smart move because we should share the knowledge for a better future. I think the market now demands less fuel-consuming boats and every day you read that there's a gas and petrol problem in Europe.

It was already obvious to me in 2009, when we produced the first fully solar-powered yacht, that it's an advantage to have a boat that doesn't require fuel. As a back-up, our first boat had an 88-litre fuel tank and at the end of the boating season, I emptied the entire contents into my car. We challenged ourselves to not use the generator at all and we didn't use it for three years, which proved that diesel isn't required. However, in my opinion, it's mandatory to have a generator on board because you could need it to get out of bad weather, for example, or if there's almost no sun for days on end.

The main message that we sent was that solar-electric technology works on yachts if you design the boat in a specific way. You can't just attach solar panels on any boat. It must be designed so you can fit as many solar panels on the roof as possible. I'm not a fan of having solar panels on the hull sides because they're in the shade or not in

The hybrid Silent VisionF 82 under construction is a collaboration between Silent-Yachts and its partner in Turkey, VisionF







In production in three sites across the world, the Silent 60 is the pioneer of Silent-Yachts' current portfolio of solar-electric catamarans

the right position. As such, if we were to work with builders, we'd also need to work on the design of the boat.

**What led to you creating the Silent Group of businesses, which was announced earlier this year and includes tenders, charter, brokerage, management, Silent-Resorts and an online shop?** All the boats we've produced and are building are connected to the business divisions we announced. The tender division, for example, is because all our clients want electric tenders that they can charge on their boat, so they go hand in hand. We're currently in the prototype stage and the tenders will be available for everybody, not only with Silent catamarans.

The brokerage department simply allows us to help our clients sell their boats if they wish to upgrade, for example. We've been operating charters for several years and it's a natural offering for our clients, so we offer the possibility for them to put their boat into charter with proper management. Same for yacht management.

So, while it seems like a big announcement, it's just a logical

development based on our orders and our relationships with our clients. We've been offering these services for a while, so it's more a formalisation of our existing offerings. Furthermore, Silent-Yachts models are different to most other boats on the market, so other companies wouldn't be able to handle a lot of these aspects.

We had already announced Silent-Resorts, which uses our solar-electric technology for low-footprint luxury resorts on pristine islands with moorings for solar-electric yachts, sharing an electricity grid. The first one is in the Bahamas.

If you see how resorts have been developed in the Maldives, for example, the centre of each island has huge generators and hundreds of jerry cans and barrels. Our developments will have a generator for emergency situations only, such as in the case of three straight days of really bad weather. But over a year, maybe 95, 99, even 100 per cent of the power needed for all the villas and facilities will come from solar power.

Right now, my electric car is being charged by the solar



Silent-Yachts has an office in Port Adriano in Mallorca (left), where it also runs charter and management services; Silent-Resorts (right) is starting with a property in the Bahamas



The first Front Exit version of the Silent 60 (left); Michael and Heike Köhler (right) have been developing solar-electric technology on yachts for close to two decades

panels on the roof of our office building. Over a year, the building's solar-electric system powers all the offices and systems in the building. Sometimes we produce enough to give to the grid, and sometimes we must take from the grid when there are days of gloomy weather.

**Do you think the world's leading production yacht builders should be doing more in terms of using solar energy and other sustainable technologies?**

Firstly, I don't like greenwashing. I don't like brands who pretend to be as green as we are or say their boats are green or self-sufficient when they're not. However, I do agree more builders should be focusing on at least reducing the fuel consumption, such as if they're solar-assisted.

Even the likes of a Mangusta motor yacht could have some solar

panels on the roof that could charge the batteries to operate the air-con and kitchen appliances, for example. Almost every brand could rethink their designs, although I don't think all of them will.

It's happening in the car industry. A few years ago, a Mazda dealer told me the company would never build an electric car, but they'd obviously already been developing it because their first one then came out in 2019.

I think all the big yacht brands are discussing or developing it or at least planning to do so. It's only a matter of time and to what extent they commit to this transition, such as at least covering power for the appliances. It just needs the design to adapt a little bit, so it depends on how flexible their designers and engineers are. However, I expected more to have happened by now. ☺

[www.silent-yachts.com](http://www.silent-yachts.com)

The Silent 80 is available in three versions: standard, 3-Deck Open (below) and 3-Deck Closed featuring an enclosed skylounge





# CATAMARANS POWER UP

*The selection of powercat models continues to increase both in variety and size, while the market's growing popularity mean monohull builders are now getting in on the action.*

WORDS JOHN HIGGINSON PHOTOS SHIPYARDS & DEALERS

**L**uxury catamaran builders have moved powercats into a new size sector in recent years. Lagoon stepped up with the Seventy 8 and Sixty 7, Sunreef rolled out its 60, 70 and 80 Power models, Fountaine Pajot produced the Power 67 and Aquila joined the 'big cat' party with the 70 Luxury, with a solar-electric version sold by Simpson Marine soon arriving in Indonesia.

However, Sunreef has raised the bar. Delivering on its ambitions to move firmly into the superyacht sector, the Polish builder handed over the first hull of the 100 Sunreef Power (see Review) to its owner earlier this year and plans to display the yacht at one of Europe's key boat shows this autumn.

Celebrating its 20th anniversary since it was founded by Francis Lapp in Poland in 2002, Sunreef is still on an upward spiral as it continues to develop its new 80,000sqm (8-hectare) site on the banks of the Martwa Wisla River in Gdansk on the country's north coast.

To keep up with production across its power and sail ranges, both standard and Eco, it still operates its original facility in the historic Gdansk Shipyard and plans to do so for at least another couple of years. It now employs in the region of 1,300-2,000 people, an astonishing figure for a semi-custom, luxury catamaran builder.

And the 100 Sunreef Power is no one-off. Hull two is under construction and is heavily customised, with features including an enclosed cigar lounge on the flybridge. Overall, the layout will be very different from hull one, with six guest cabins including a master stateroom on the main deck.

Late last year, the brand rounded out its modern range with the launch of the first 70 Sunreef Power, which joined the 80 Power launched in 2020 and the 60 Power released the following year.

"Catamarans will continue to gain more and more space on the market," Lapp says. "This is because more and more customers are looking for more sustainable cruising. Catamarans are more energy-efficient than monohulls and you can see many ambitious catamaran concepts emerging now. This trend will carry on in the future and we will see more demand for larger and greener cats."

Sunreef's push towards greener cats is led by its evolving Eco range – solar-electric versions of its existing Power and Sail models. The technology includes Sunreef's own 'solar skin' panels integrated into the composite bodywork, ultralight batteries and electric or hybrid engines. Options include wind turbines and high-performance kites, plus hydrogenation systems for sailing models.

Spanish F1 driver Fernando Alonso is awaiting hull one of the 60 Sunreef Power, a fully-electric version with solar panels in the hulls, superstructure and bimini roof.

Alonso, a two-time F1 champion, said: "We are more aware and want more sustainability. We have seen important changes over the last years in global mobility, and to me it makes perfect sense to go for an electric catamaran. The world is going electric and yachts should also follow."

In fact, Lapp says most of Sunreef's powercat enquiries are now for Eco models. "In the coming years, we expect this trend to continue and to evolve towards an even more important demand for electric yachts."

## LARGE LAGOONS IN ASIA

Lagoon, the world's biggest pleasure catamaran builder, helped ignite the current demand for large powercats with the Seventy 8, which premiered at the Cannes Yachting Festival in 2017, following up two years later with the Sixty 7, a model it plans to show again at Cannes this year.

Lagoon has delivered over 6,000 catamarans globally and remains the most popular multihull brand in Asia. There are Seventy 8 powercats in Vietnam and the Philippines, and another unit of the flagship is due to arrive in Hong Kong this summer following a sale by Simpson Marine.

Last year, Simpson Marine staged the Asia premiere of the Sixty 7 in Hong Kong before the yacht was delivered to its owner in Taiwan, while the regional dealer has sold another unit to Hong Kong. A Sixty 7 is also due to arrive at the end of this year in the Philippines, where Lagoon is represented by Europa Yachts.

The two powercat models are part of Lagoon's 'Big Four' along with their sister sailing catamarans, the Sixty 5 and Seventy 7, with the builder so far delivering more than 50 units of the quartet. The 'Big Four' and the brand's other 50ft-plus models are produced in Lagoon's Bordeaux facility, while it also produces smaller sailing catamarans in other sites in France.

Brand Director Thomas Gailly says almost 2,000 employees work for Lagoon, directly or indirectly, in different sites. Despite production challenges due to ongoing supply-chain issues affecting most builders around the globe, he says demand is greater than ever.

"After a slowdown in 2020 due to Covid, we now have an order book like never before. Recently we've seen more and more people who had never thought of buying a boat start to realise their 'home office' could be on their boat," Gailly says.

"The demand comes from private owners but also from the charter market, as tourism returns. Overall, the catamaran market keeps on being a very dynamic segment in the industry and we expect it to continue."







The 100 Sunreef Power (left) has a similar layout to other Sunreef powercats but on a vast scale; hull two of the 100 Sunreef Power will feature an enclosed flybridge (right)

#### FOUNTAINE PAJOT MOTORING

In La Rochelle, two hours' north of Bordeaux, Fountaine Pajot is hosting a three-day motor yacht event in May focused on sea trials of all its powercat models, along with shipyard tours and entertainment.

Now with about 1,000-1,200 staff including for sister brand Dufour, Fountaine Pajot has produced over 4,000 catamarans since 1976 and has a strong history in powercats, having been among the first production cat builders to enter the motor yacht sector, in 1998.

Group Sales Director Steven Guedeau says sales of its motor yachts are increasing every year, but still make up about 20 per cent of the brand's turnover as sailing cat demand is similarly rising.

The Fountaine Pajot Motor Yachts range now includes the new MY4.S, which had its world premiere at Cannes last September. The 37-footer also exhibited at this year's International Multihull Show at La Grande Motte, where it was announced as the Multihull of the Year winner in the Power Under 40' category.

"The response to the MY4.S has been excellent," Guedeau says. "It has been very successful, as we believe it answers a special demand."

The MY4.S offers a cruiser option in a range that also includes the MY5 and MY6 flybridge powercats as well as the flagship Power 67. Formerly known as the MY40 and MY44 respectively, the MY5 and MY6 are now offered in a new Millesime interior as part of Fountaine Pajot's ongoing upgrade of its interior styling.

"The Millesime interior has elevated our motor yacht offerings," Guedeau says. "We've reached a new interior level for all the Fountaine Pajot Motor Yacht models, which now matches the quality of more expensive monohull motor yachts."

Asia Yachting represents Fountaine Pajot Motor Yachts in Hong Kong, where this year it has sold two units of the MY6 with the Millesime interior including a unit delivered earlier this year. The regional dealer also sold a new MY5 that arrived in the city last year, while an MY5 is on display at this year's Sanctuary Cove International Boat Show through Multihull Solutions.

Guedeau says he sees more competition coming in the powercat sector, but says the company's experience and expertise will maintain its position as a front-runner.

"Fountaine Pajot launched the market of the power catamaran and today Fountaine Pajot Motor Yachts remains a worldwide reference in this market. Powercats are becoming more popular, to such an extent that many new brands are getting into it, but we have a know-how and special hull designs that can't be matched."

#### POWER OF LEOPARDS

Leopard is another cruising catamaran giant, having produced over 2,500 hulls over the past two decades in Cape Town, where South African builder Robertson & Gaine produces the brand's sailing and power cats, which are certified both in Europe (CE) and the Americas (NMMA/ABYC).

Leopard, which has about 1,500 staff, has recently been upgrading its range of powercats, which traditionally outnumber the brand's sailing cats in Asia. The 53 Powercat launched in 2020 kick-started the brand's fourth generation of power catamarans and has been followed this year by the 46 (see *Review*), while the 40 will debut in 2023.



The new 70 Sunreef Power (left) joins the 60, 80 and 100 in Sunreef's modern powercat range; Fernando Alonso is awaiting hull one of the 60 Sunreef Power Eco (right)



Simpson Marine staged the Asia premiere of the Lagoon Sixty 7 in Hong Kong (left) before the hull headed to Taiwan; the Seventy 8 (right) remains Lagoon's flagship

"The new generation of Leopard powercats are a breed of their own, built to compete with motor yachts," says Kit Chotithamaporn, Leopard's Yacht Sales Manager – Asia.

"The 46 Powercat was not built to replicate any of our sailing catamarans, but instead is a true motor yacht in her own right. With this yacht, we were able to take all the loved attributes of the 53 Powercat and put them onto the 46 without compromising the interior space."

Fourth-generation features include an indoor helm station, full-sized fridge and induction hob, while the brand continues to offer large, feature-packed flybridges. The new models – which have the option of solar panels and lithium batteries – are proving almost as popular globally as the brand's sailing cats, which have traditionally outsold their motor yacht sisters two to one.

"In the motor yacht market, we're confident we've found the 'sweet spot'. For many years the sailing range dominated Leopard sales globally, but with the new line of power catamarans, they're quite even," Kit says.

"In Asia, the former 43 and 51 Powercats sold well, and the trend is continuing with the new 46 and 53 Powercats. The trend should continue as the new models offer the same great performance and efficiency yet with much-improved aesthetics and luxury, which suits clients in Asia."

Leopard, which plans to display the 46 and 53 Powercats with its 42, 45 and 50 sailing cats at Cannes in September, prides itself on the rugged, tried-and-tested systems and fuel economy of its catamarans. For many years, most of its catamarans had to make ocean passages from Cape Town to their delivery destinations.

"Leopards can run on one engine at a time, further saving on fuel. Leopard Powercats can cruise at passage-making speeds of 6-8 knots while sipping at the fuel and offer incredible range on a single tank," Kit says.

"The catamaran sector will continue to grow, sailing and power alike, as stability, space and consumption are at the top of a buyer's list. The operating costs of a Leopard powercat are much lower than a monohull powerboat. Engines are half the size to achieve the same speed and the consumption throughout the RPM range is half that of a monohull."

#### AQUILA'S DECADE

Aquila, co-founded by MarineMax and Sino Eagle in 2012, has played an enormous role in growing the popularity of powercats and celebrates its 10th anniversary with a strong portfolio of six high-performance models from 28-70ft, plus two more models coming soon.

Its production facility now employs about 450 staff and has grown to almost 100,000sqm, with three large production centres and a three-storey office building, while facilities include a private marina where testing takes place.

"Production and sales remain strong as Aquila continues as the world's number one power catamaran manufacturer," says Alain Raas, Aquila's Brand Manager. "Aquila's success has been noticed throughout the boating industry. We're excited to see tremendous growth in the power catamaran market as it pushes our design and development teams to maintain our market-leading status."

The brand's rapid rise to become a market leader has been



Fountaine Pajot has expanded its motor yacht range with the MY4.S (left); a new MY6 (right) in Hong Kong, where two units were recently sold by Asia Yachting





Leopard staged the world premiere of its 46 Powercat earlier this year

spearheaded by the remarkable ongoing sales of the 44 Yacht and 36 Sport. The 44 Yacht has now totalled 180 orders, making her one of the world's most successful flybridge powercats since she premiered in 2014.

The 36 Sport, new in 2017, was the brand's first outboard model and has about 200 orders, which Aquila says make it the world's most successful outboard powercat cruiser.

Aquila's Hydro Glide Foil System has proved an increasingly popular option on the 36 Sport and has been chosen for about one in three orders in 2021 and 2022. Shaped like an upside-down 'T', the foil links the two hull bottoms forward of the engines and improves efficiency by 30-35 per cent, reducing emissions, fuel costs and even engine sizes.

After debuting the 32 Sport in 2019, Aquila premiered a new version in 2021 as it expanded its product range at both ends of the size spectrum, most notably with the fast-selling 54 Yacht and the flagship, semi-custom 70 Luxury.

"Both the Aquila 54 Yacht and 70 Luxury have had unprecedented success since coming to market in early 2021," Raas says. "Both models are highly sought after globally, with sold units on order for the next 24 months."

Simpson Marine has represented Aquila since 2018 and 'big cat' sales include a 54 Yacht to Thailand and 70 Luxury to Indonesia, with both hulls arriving this year. The 70 Luxury for Indonesia features custom-designed solar-panel coverage and a custom Lithium battery pack.



Aquila's flagship 70 Luxury (left) offers monohull lines and performance, with a customised unit sold to Indonesia; a 54 Yacht (right) has been sold to Thailand, also by Simpson Marine



Asia's first Aquila 28 Molokai (left), a model that made its world premiere at the Miami show in February; the 41 Yacht (right) is among upcoming Aquila models

Although speed and performance are among Aquila's selling points, the builder offers solar panels as an option on its Yacht and Luxury models, and is researching electric and hybrid power and propulsion systems.

Aquila's newest model is the 28 Molokai, the first in its Offshore class. The first unit in Asia was sold in Malaysia after showings in Port Dickson and Penang in December, while further units have been ordered for Singapore and Hong Kong. The Offshore series is set to be expanded by the 47 Molokai due in early 2023.

Aquila is also developing the 41 Yacht, which could debut at the Fort Lauderdale International Boat Show in October or the Miami International Boat Show in February 2023, with the brand planning to also display the existing six models at both events. A smaller option to the existing 44 and 54 Yacht models, the 41 is also a flybridge model and features naval architecture by French studio VPLP.

The design includes signature Aquila features like the aft cockpit bar with flip-up window, flybridge steps to the foredeck and bulbous bows, along with wide transoms that double as swim platforms and feature the brand's slide-out ladder system. The 41 also features "extra-large" hull windows and two or three cabins plus a smaller flexible cabin for kids, crew or storage.

It's another exciting step from a brand that not only has made powercats more popular within the multihull sector but helped them play a larger part in the overall motor yacht market.

Jean Raas of Sino Eagle says: "The catamaran sector continues to grow globally around the world. As powercats progress and compete

with motor yacht lines, performance and interior finish while offering more living space, we'll see more growth. And Aquila will continue to be at the forefront as we introduce more models within our line-up."

#### MORE FROM FRANCE

French brand Bali is a relative newcomer to the powercat market, having primarily focused on sailing catamarans since it was created in 2014 by Olivier Poncin, owner of the Catana catamaran shipyard founded in 1984.

Headquartered in Canet-en-Roussillon, Bali joined the motor yacht market in 2019 with the premiere of the Lasta-designed 4.3 MY at the International Multihull Show in La Grande Motte. The model has the brand's signature features such as the solid foredeck and the 'Bali door' that lifts to completely open the saloon to the outside.

Bali also has a second motor yacht, the slightly smaller Catspace MY, which features a large flybridge that extends as far back as the aft end of the hull. Layouts include a three-cabin version with an owner's suite in the port hull or four en-suite cabins with additional bunks available in each of the forward rooms, for 10 berths.

Meanwhile, Leen Trimarans has had a busy period as the La Rochelle builder develops its range of motorised trawler trimarans featuring Pierre Fruttschi's exterior and interior design, and naval architecture by Bernard Nivelt.

The shipyard recently delivered hull one of its flagship Leen 72 before the owner embarked on a voyage from France to the US east coast via Scotland, Iceland, Greenland and Canada. The tri-hulled motor yacht will exhibit at the United States Powerboat Show in



Bali entered the powercat sector with the 4.3 MY, which features many of the signature features seen on its sailing cats including the 'Bali door'





Leen-Trimarans shipped hull one of the Leen 56 (left) to Alaska; the Leen 50 (right) is an upcoming addition to the 56 and flagship 72, with hull one of the latter recently delivered

Annapolis from October 6-9. Earlier this year, Leen shipped hull one of the hybrid-powered Leen 56 for an American client from La Rochelle to Alaska, with hull two completed soon after.

Leen is also developing the entry-level Leen 50, with the first units scheduled to launch in late 2023. With a 26ft beam, the layout includes a master with en-suite on the starboard side of the main deck, guest cabins fore and aft in the central hull, and optional single berths in the outer hulls. The 50-footer carries 3,500 litres of fuel for a range of about 1,500nm at 9 knots.

Along with sister brand Neel (sailing trimarans), Leen is represented in selected Asia-Pacific markets by Multihull Solutions, which represents multiple brands including ILIAD Catamarans. More information can be found in the Multihull Solutions chapter of this *Multihulls Special 2022*.

#### THAILAND PIONEER

In Thailand, PMG Shipyard's models include the new Cora Cat 48, which can be built to a range of certifications from Europe's CE to UK-based Lloyd's and Australia's AMSA. Features include a large flybridge with the yacht's primary helm station, while a second helm with joystick and screen can be added in the saloon upon request.

Built on a fast displacement hull, the current design has evolved to allow a light-filled interior and more space. The expanded main-deck saloon features larger windows, while a flat foredeck covered in sun pads allows for larger forward cabins.

The standard layout of the Cora Cat 48 includes a large aft cockpit

for alfresco dining and a bar counter that connects with the aft galley, while the saloon can benefit from extra space if a lower helm is not fitted. Accommodation options include a four-cabin layout featuring forward cabins with window-facing beds, or a three-cabin layout with bespoke master suite in the port hull. The Cora Cat 48 will be distributed by Multihull Solutions and the first model will be available to view in mid-2023.

Owned by Philippe Guenat, the 20,800sqm PMG Shipyard has expertise in the field of solar technology and offers solar-assisted designs that can power onboard systems including air-conditioning without use of a generator, while hybrid or electric propulsion can also be included on certain models.

"Our catamarans are built for and used in the Asia-Pacific region, so all our systems must be extremely reliable as there may not be marinas every 20nm if repairs are needed," Guenat says. "For the same reason, we like to have diesel engines for power and security, although we have long experience with hybrid and electric power and propulsion. Our catamarans are designed for long voyages in sometimes rough seas, so safety is our priority."

Guenat also stresses that PMG Shipyard's range of powercats don't use balsa in the core but vinyl ester, which is extremely resistant to osmosis. Furthermore, the vinyl ester is insulated from the hull by half an inch of airspace, ensuring it always stays dry.

The Swiss believes another attraction of its powercats is the exceptional value for money due to building in a country with lower labour costs. Its location east of U-Tapao Rayong Pattaya International



The Cora Cat 48 (left) by PMG Shipyard offers a proven platform, a huge flybridge and a large saloon (right) if having just one helm on the flybridge



Silent-Yachts has launched units of the Silent 60 in forward master (left) and front exit versions; new hulls of the 60 and 62 3-Deck will feature flush flooring (right)

Airport also enables Asia-based buyers to easily visit the shipyard during construction.

"We've had clients who visit several times a year and they feel more connected to the project and can work closely on customising the boat."

#### SOLAR EXPANSION

Since 2019, PMG Shipyard has also doubled as one of the production facilities for the Silent 60, the smallest model in Austrian-owned Silent-Yachts' current range of solar-electric catamarans, which succeeded the 64 and 55 production models.

In Italy, Silent-Yachts builds the Silent 60 and 80 series at its Adriatic coast shipyard in Fano, which has 22,000sqm of covered facilities plus a similar amount of outdoor space. Silent cats are also being built in Turkey following a recent partnership with the VisionF shipyard, as the companies collaborate on the Silent VisionF82, an upcoming solar-assisted hybrid version of the existing VisionF 80.

The first unit of the Silent 60 was launched in Thailand last year before heading to Europe, while recent launches include the model's first Front Exit version, which features a saloon door to the foredeck instead of a full-beam owner's cabin forward on the main deck.

Most subsequent orders for the '60 series' have been for the Silent 62 3-Deck, which features longer transoms and a much larger flybridge that can be open or partially enclosed. In addition, the model's design has evolved and now includes a raised cockpit plate that creates flush flooring from the cockpit through the main-deck interior, instead of the slightly raised lounge seen on the initial units.

As well as less steps from the cockpit up to the side decks, the new design has created cabins with more headroom and new storage space under the cockpit for the likes of a tender, water toys or even a Laser sailboat.

Michael Köhler, founder and CEO of Silent-Yachts, says he has also applied these improvements to the Silent 80, with the first unit set to be launched later this year, potentially in time for the Cannes Yachting Festival.

"We've had great feedback on the first units of the Silent 60 and even a video of some people entering the interior and saying, 'I wouldn't have expected that,' because they were surprised a 60-footer could be so big inside," says Köhler, who launched his Solarwave 46 solar-electric catamaran in 2009, after years of testing solar-powered propulsion.

"However, I'm happy to change the design of boats, so they're continually being upgraded, without looking at the financial consequences. If we can improve something, we change it on the next units. We're continually optimising the design through construction."

Founded in 2020, Alva is among new brands in the solar-electric catamaran sector and has announced sales of seven units of its Ocean Eco 60 and an Ocean Eco 90 EX. The company recently revealed designs for the Ocean Eco 60 Coupé, a cruiser model.

The German-owned company builds in Turkey's Antalya Free Zone and plans to debut the first Ocean Eco 60 at the 2023 Palma International Boat Show then the Ocean ECO 90 EX at the Cannes Yachting Festival later in the year.



The Silent 62 3-Deck offers a large flybridge in open (left) or enclosed designs; the open flybridge design of the Silent 80 3-Deck (right)





*Alva's current production is focused on the first units of the Ocean Eco 60 (left); the German-owned brand is also offering a Coupé version (right)*

“Antalya is one of the best shipbuilding hubs in the world and the shipbuilding culture is heavily focused on craftsmanship,” says Milan Henn, Head of Design. “We can take advantage of the amazing infrastructure and facilities here to maximise our series yacht production.”

Alva's catamarans feature a distinctive design including extensions from the flybridge sides that join the bow corners, creating a semi-protected foredeck.

“The exterior design is heavily influenced by automotive trends and underlines futuristic technology,” Henn says. “Breaking yachting conventions is very much what we try to do with the design of our yachts, and this can be seen in the very disruptive exterior.”

#### MONOHULL BRANDS COMING

Meanwhile, Prestige is the first of the world's major monohull motor yacht builders to move into the power catamaran sector with its M-Line series. At Cannes in September, the French builder will stage the world premiere of the M48, a 48ft 6in powercat that doesn't compete with fellow Groupe Beneteau builder Lagoon, which is focused on larger models with its Sixty 7 and Seventy 8.

The M48 is designed by Italy's Garroni Design – Prestige's long-time collaborator – and features naval architecture by Frenchman Philippe Briand. Tall and slim, it offers 1,400sqft of living space yet has a beam of just 19ft 8in, which is over 2ft wider than the brand's

flagship X70 monohull but much thinner than similar-length or slightly shorter powercats on the market.

Innovative features include a full-beam accommodation on the lower deck, which can have a full-width master suite or two cabins forward as well as two cabins side by side midships, each with raised window-facing beds. Other notable features include an aft cockpit with facing L-shaped Roda sofas and tables separated down the centreline, as well as a foredeck with an aft-facing sofa in the bow.

Fitted with twin 325hp Volvo D4s, the M48 is expected to have a top speed of 20 knots, fuel consumption of 80 litres per hour at 17 knots and a range of 600nm at eight knots.

And more monohull brands are coming. Bluegame, Sanlorenzo's sister company, announced at the 2019 Cannes Yachting Festival that it would be entering the powercat market. More recently, it revealed details of the BGM75, which will debut an exclusive Volvo hybrid powertrain.

Zucco International Project and Studio Lissoni, long-time collaborators with Sanlorenzo, designed the exterior and interior respectively, while Briand handled the naval architecture of a yacht featuring a full sandwich-infused hull and carbon-reinforced hull and decks.

As the number of powercat owners increase, so will the number of builders in this market. Keep an eye out, as there are more to come. ☞



*A world leader in 40-70ft monohull motor yachts, Prestige is entering the powercat sector with the M48 (left), to debut at Cannes; Bluegame is coming with the BGM75 (right)*