



SIX SALES OF SILENT 80

By April, Austrian company Silent-Yachts had racked up six orders for the solar-electric Silent 80 powercat, which is being built in Italy.

Silent-Yachts, the Austrian company specialising in oceangoing solar-electric production catamarans, announced in early April that it had sold two more units of its Silent 80 to take total orders for its flagship to six. The company's first model was the Silent 55 built in China and it's currently also producing the 60 in Thailand and Italy.

The first units of the 80 are under construction in Italy, where the first hull (pictured bottom right) was transported from one production facility to another 50km away at the end of March.

Michael Kohler, founder and CEO of Silent-Yachts, said: "We are happy to be able to continue our production despite uncertain times for the world economy. We expect some delays but nothing serious."


The 80's exterior and interior is by Marco Casali of Too Design, while Amedeo Migali of MICAD is responsible for naval architecture. As there's no engine room, the 80 has a huge port-hull garage for a 4.5m tender and can also carry an amphibious car and a gyrocopter on floats.

The 24.3m yacht has a 10.95m beam and a 60sqm saloon with a galley, lounge and dining area. The hulls can house four to six double or twin guest cabins, plus two crew cabins. The first hull has a four-cabin layout with two owner cabins, with the aft master suite including a study, walk-around closet and sauna.

Using 70 high-efficiency solar panels, the 80 is capable of six to seven knots in silence so can cruise in the region of 100nm per day, with unlimited range. The standard Cruiser version has twin 135kW engines, while the E-Power version features 250kW options and can

reach 16 knots. A Hybrid Power version is also available with twin 220hp diesel engines and two 20kW electric motors.

Werner Puntschart, Silent-Yachts' Chief Sales Officer, said: "We are currently expanding our team to be well prepared for the future. We go on having enquiries and are experiencing growing interest in our yachts, which can be traced back to the energy independence and unlimited range."

The 80's base price is €4.43 million (about US\$4.85 million). Silent-Yachts provides 25-year solar panels warranty, eight-year battery banks warranty and lifetime warranty for the electric motors. 

www.silent-yachts.com





Silent-Yachts is building its 80 in Italy; in April, the Austrian company announced that it had sold six units of its solar-electric flagship

decor are customisable.

Michael Kohler, founder and CEO of Silent-Yachts, said: “I built my first solar-powered prototype in 2009, which is still operational today. In fact, the owner called me and said he hadn’t used the generator for the last two years.

“Silent boats are generally self-sufficient, like a sailing yacht is for cruising, but the main advantage we have is that we can *store* sun-generated power in the batteries. We also have a generator on all of our boats as a safety issue in the rare case there’s simply no sunlight for a few days or any other special circumstances.”

As well as propulsion, solar power also sustains the household items on board like air-conditioning, lighting, refrigeration, cooking, AV equipment and on-board systems.

As well as solar technology, Kohler is also a firm believer in the increasing popularity of power catamarans.

“At the Cannes show, there were only a few power catamarans five years ago and these days there are over a dozen. Multihulls are multiplying and the trend is definitely going towards more comfort and luxury – and we can deliver this luxury without using a generator.”

Silent is producing its 60 at the Bakri Cono shipyard in Rayong near

Pattaya in the Gulf of Thailand, which has experience of producing solar-powered catamarans.

The Silent 60 is available with a range of accommodation layouts, from three cabins up to six cabins. The shipyard has also created the design and moulds for its own H70 model, a development of its Heliotrope 65.

Leopard’s Kit Chotithamaporn says multi-hulled motor yachts “still represent a small portion of the overall motor yacht market” but that this niche sector will continue to grow in demand, just as sailing catamarans have.

“Powercats have steadily increased in popularity for charter and more recently for private owners as well. Firstly, there are the obvious reasons like space, comfort and stability, and that they’re a lot more economical than monohulls,” he says.

“Secondly, the products have continuously improved in terms of design outside and inside, ergonomics, interior finish, luxury and the level of equipment on board. Finally, in terms of price per cubic foot, they offer tremendous value.”

If sales in the US are any indication, powercats – the niche within a niche – could eventually become as mainstream as their sailing sisters. ✪



The absence of an engine room allows for a huge garage on the Silent 80 (left); the Silent 60 (right) is being built in Thailand by Bakri Cono