



SILENT SELLS 100 EXPLORER

Silent-Yachts has sold the first unit of its new flagship – the 100 Explorer solar-electric catamaran designed by Marco Casali.

Silent-Yachts has sold the first unit of its four-deck 100 Explorer, with delivery scheduled for 2023. The 102ft, 440GT solar-electric catamaran has a beam of 45ft and a towering height of more than 34ft. Designed by Marco Casali, the 31m cat offers the living space of monohull motor yachts between 40-50m, according to Silent-Yachts.

Michael Köhler, founder and CEO of Silent-Yachts, said: “This new sale comes after the sale of three of our 80ft models in rapid succession. It confirms the market’s interest in the superior comfort of catamarans and solar energy for propulsion needs plus all the household appliances on board.”

Like all Silent catamarans, the 100 Explorer has a silent solar-electric drive train. Solar cells provide up to 40kWp, while solar electrical energy is stored in a battery bank with a capacity of up to 800kWh. Coupled to twin 340kW (@700rpm) electric motors, the 100 Explorer has an economic speed of 6-8 knots, cruising speed of 10 knots and top speed of 14-16 knots.

The solar panels are in the hardtop, which slides apart to reveal a fly deck that can also serve as a touch-and-go helipad. Because the solar energy is completely renewable, the Silent 100 Explorer has unlimited range, like all other Silent models, with diesel generators providing back-up auxiliary power.



Casali said: “The Silent 100 Explorer is a great challenge, taking the solar revolution of Silent-Yachts to the superyacht level. It will bring the experience of cruising to the next level, becoming a world reference for responsible yachting always connected to respect of the environment.

“Furthermore, the available spaces, fully customisable by the clients, allow for unique internal and external areas such as owner’s quarters or large saloons that aren’t even achievable on much longer monohull superyachts.”

Compared to the Silent 80, the 100 Explorer has an extra deck and much more space outdoors and indoors. The master suite is 51sqm compared to the 27sqm owner’s cabin in the 80, while the aft outside areas are 105sqm versus 61sqm.

As well as the enormous full-beam master stateroom with private office forward on the main deck, the 100 Explorer has five en-suite guest cabins on the main deck and in the starboard hull.

The open aft deck with hot tub is set up for sunbathing with a panoramic balcony over the transom, bar and breakfast table. The wheelhouse and captain’s cabin are on the upper deck, where there’s also a sky lounge and bar with alfresco dining facilities on the aft deck.

The fly deck has more sunbathing space, a wet bar, second helm station and the space under the sliding solar panels that can be used for helicopter operations or as an open-air gym, for example.

A spiral guest staircase links all the deck levels, while there’s also a crew staircase linking all decks. The galley, crew quarters and hotel services are in the portside hull. Between the two hulls is a tender garage for a 7.5m limo, while a side-loading garage in the portside hull can house a smaller crew tender and toys.

Köhler said: “The sheer amount of family-friendly space aboard the Silent 100 Explorer has to be experienced to be believed. Clients are free to customise the arrangement: Do you want a gym or media room, a larger VIP suite or a country kitchen on main deck? The flexibility of the catamaran configuration means we can meet most requests.”

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