

### SY80

#### Launch now Imminent for Silent Yachts' Flagship

The electric solar powercat manufacturer, now based in Fano, Italy, is back to an impressive production pace with 10 units set to leave the shipyard this year. The latest models launched, a SY62 3-Deck Open and a SY62 3-Deck Closed, will soon be followed by the launch of the highly anticipated new flagship of the range, the SY80 in a 2-Deck version. It should be noted that the manufacturer is using the new name SY – for Silent Yachts – instead of Silent. As with the SY62, owners of the SY80 will be able to choose between 2 or 3 deck layouts. All three versions can offer a large owner's suite on deck or a fully open saloon, with the owner's cabin located on the lower deck. "We're delighted to launch our latest model on the market this year," announced Fabrizio Iarrera, CEO of Silent Yachts. "What sets the SY80 apart from other competing models is the ability for owners to fully customize each deck, arranging each space according to their functional needs and personal style. This allows us to offer a wide range of different configurations."

Capable of reaching a top speed of 12 knots and cruising comfortably at 7-8 knots, the SY80 has an impressive battery capacity of 522 kWh or even 696 kWh, with a maximum solar power output of 22.4 kWp.

The SY80 2-Deck will be presented to the public at the Cannes Yachting Festival.

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



Builder: Silent Yachts  
Length: 80' (24.38 m) - Beam: 35'10" (10.93 m)  
Draft: 5'3" (1.6 m) - Displacement: 71 t  
Motors: 2 x 180 to 340 kW  
Batteries: 522 to 696 kWh  
Cruising speed: 7/8 knots - Max speed: 12 knots





TEST

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# SY62 3-DECK OPEN



The SY62 3-Deck has a fairly unique look on the market with very sleek and modern lines.

## An Eco-friendly Catamaran Designed for Long Range Cruising

Since its creation in 2016, Silent Yachts has demonstrated excellent expertise in the production of electric catamarans. Recently taken over by Michael Said, a German-American investor, the manufacturer unveiled a brand-new model at last year's Cannes Yachting Festival with a resolutely modern design and, above all, three decks, a first for the brand.



Test location: Cannes (France)  
Conditions: 5 to 10 knots of easterly wind, calm sea

The bows are high and very tapered. This allows the catamaran to be more efficient in choppy water and to maintain good bridge-deck clearance.

Throughout its history, Silent Yachts has experienced a few twists and turns, the latest being the recent takeover of the shipyard by one of its customers. The manufacturer, whose factory is now based in Italy, is enjoying a new lease of life, as evidenced by the launch of the SY62 3-Deck Open, the brand's first three-deck catamaran and, more importantly, the first electric three-deck multihull in the nautical industry.

The exterior appearance of the SY62 3-Deck should not be unfamiliar to fans of the brand, as it is based on the 60. To earn the 62 designation, the overall length has been extended by 87 cm (34 inches), mainly at the rear platform. But the most important changes are upstairs: the Silent gains a real flybridge, which considerably increases the space available on board.

### A Modern, Almost Futuristic Design

The 62 echoes the sleek, clean lines of the 60, with very linear sides, high freeboard, and a forward-stretching nacelle that maximizes living space and provides a large surface area for solar panels. The 62 gains a large flybridge topped by a slightly oversized hardtop, which provides plenty of space for solar panels while offering a little more shade for the crew. This design will not necessarily appeal to everyone – personally, I find that extending the roof and hardtop while offering large, glazed areas gives the whole boat a very airy feel. Like all the shipyard's catamarans, the SY62 sits well on two fairly high hulls with fairly fine water inlets. This design preserves an imposing tunnel under the nacelle. This volume of air, in rough seas, helps to dampen pitching and therefore

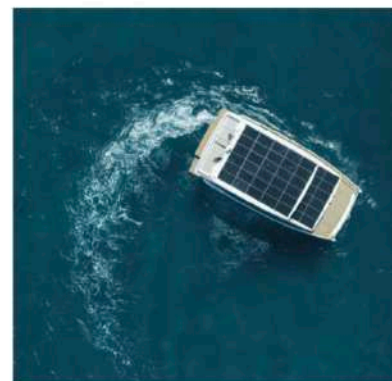


reduces the power required for propulsion. The long hull portholes are reminiscent of those found on superyachts and suggest remarkable livability. In fact, when you look at the powercat from the rear, what was just an impression is confirmed by its considerable width of 8.99 m (29½ feet): there should be plenty of room to move around on board... You can board via one of the two extended sugarscoops, which now offer a very large surface area with an integrated swim ladder. Between the sugarscoops, a large hydraulic platform takes its place to support a tender up to 4 m (13 ft) or to create a huge private bathing area in the lowered position.

Another interesting feature is the two large storage lockers located under the central deck and accessible from the aft platform, which can accommodate various toys, a paddleboard or even a small tender.

### Large Outdoor Spaces and a 645-square-foot Flybridge

Four steps lead down to the cockpit, revealing a spacious area that feels more like an 80-foot boat than a 60-footer. Well protected from the sun and the elements by the flybridge, this cockpit has a long rear bench seat, another against the bulkhead, in front of which there is a table. There is also some storage space and access to the engine room. The simple layout makes it easy to move around on board and provides level access to the main interior deck. With its emphasis on space and circulation, the SY62 3-Deck Open offers wide side-decks that are perfect for strolling, much like on a traditional trawler yacht. These side-decks include handrails high enough to safely reach the bow, and there is even a sofa hidden in a recess in the glass wall, creating a quiet re-



The design of the SY62 3-Deck allows the catamaran to incorporate an impressive solar panel surface area.

Another feature of the SY62's design is the use of huge glass surfaces.

relaxation area, perfect for admiring the sea or reading to the sound of the waves.

With a focus on interior space, the foredeck is not huge, but it is big enough for most uses and includes a cockpit with L-shaped seating and a sun deck on the port side, as well as plenty of storage lockers. This deck can also be accessed directly from the main deck via a door. The windlass and anchor are also accessed from this deck. It should be noted that the shipyard offers two configurations for this foredeck, one with a door leading to the saloon or, if the owner's cabin is located forward, a space consisting simply of a large seating area.

The last outdoor space – and not the least interesting – is the flybridge, which is the big new feature of this model. It is accessed from the cockpit and, as soon as you reach the top of the stairs, you are impressed by its size (60 m<sup>2</sup> / 645 square feet). The fact that the hardtop has been positioned quite low creates very long openings with a panoramic view, further enhancing the feeling of space. The designers have also pushed the seats back around the perimeter to leave the space free for personal use.

There is also a fully equipped outdoor kitchen on the port side, while the rear of the flybridge is designed for relaxation with two large corner sofas and huge sunbathing areas at the stern. Discreetly located on the port side forward, the helm station blends in perfectly with the rest of the furniture to create a harmonious whole. A simple layout, but one that works and is perfect for entertaining.

Finally, the manufacturer also proposes a deck-closed version of the SY62 3-Deck, with the flybridge partially enclosed and the possibility of installing a cabin on the flybridge for a different experience.

#### A 50 m<sup>2</sup>/538 sq ft Open Concept

Back in the cockpit, you can easily access the main deck through a large electric sliding glass door. Once this door is open, the frontier between the cockpit and the saloon disappears almost entirely



to form a large open-plan space. Adding the interior and exterior spaces of this main deck, you get a total surface area of 130 m<sup>2</sup> (1,400 sq ft), which is quite impressive.

In this interior, the port side features a U-shaped galley that is fully equipped with all the appliances you need for a long cruise. The sink is positioned facing aft, and the whole area can be converted into a bar when the window is opened. The main deck itself has a surface area of over 50 m<sup>2</sup> (538 sq ft), which has allowed for a saloon with a large table and an L-shaped bench seat, while the starboard side is dedicated to storage, and there is plenty of it. Finally, this is also where the main helm is located, which, like the rest of the deck, enjoys an almost 360° view.

The accommodation is equally impressive, with the SY62 3-Deck Open available in four, five or six-cabin versions. On the day of our test, we were aboard the five-cabin model, which also includes crew quarters. In this configuration, the owner's cabin is located on the starboard side and features a very modern decor with plenty of space on either side of the transverse bed. There is also a full head, storage space and a small desk, all with a beautiful view

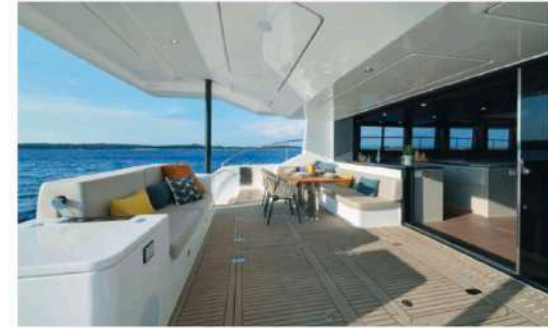
Compared to the original 60, the SY62 has been lengthened by 87 cm (34 inches), mostly in the sugarscoops and aft platform.

of the sea. The same hull houses another small cabin with a bed against the bulkhead and a small head, perfect for a child. Finally, still in the same hull but accessible via a separate staircase, the last cabin has a double bed and a private head.

In the port hull, there are two other cabins, each with a private head, and it is also on this side that the washing machine and dryer are located. Finally, a crew cabin - a little more cramped - has separate access.

In total, the SY62 3-Deck Open can therefore accommodate up to 6 cabins and sleep 12 people and the crew, which is already quite an achievement for a 62-foot catamaran. The decor is deliberately minimalist, leaving it up to the owner to choose the ambiance that suits them best. The quality of the fittings is good, but weight has clearly been limited, with solid wood avoided, which is understandable given the propulsion system used.

To minimize weight as much as possible, the powercat is built entirely using epoxy/vinylester vacuum bag infusion, a method that also guarantees excellent rigidity. In keeping with its ecological approach, the manufacturer offers customers the option



The cockpit is spacious and well protected: a perfect setting for alfresco dining.

of using environmentally friendly and recyclable materials. On the other hand, the appliances, at least on this model, have not been chosen for their energy consumption, which is a little surprising.

The equipment is fairly comprehensive, with indirect LED lighting, wireless phone chargers, and USB sockets throughout.

On this model, the foredeck is directly accessible from the main deck. If you choose the version with a forward cabin, you will only have a few cushions here.





The flybridge, with its impressive surface area, features large benches and a galley with a counter.

### Speed Reminiscent of a Sailing Catamaran

In addition to its original profile, where the Silent really stands out is in its propulsion system. From the beginning, the brand has focused on elec-

tric propulsion powered by solar panels. A bold choice at first, but one that is now coming of age. The 62 3-Deck is no exception to the rule, even taking advantage of the bimini and main deck roof to install numerous solar panels

with a total power output of 16.8 kW, which is already considerable. The energy is then stored in a bank of 34 batteries totaling 348 kWh, which is more than enough to keep things going. This energy powers the two 340 kW electric motors for a cruising speed of around 7 knots. While the catamaran is capable of reaching a top speed of 10 knots, that's not really what it's designed for. The Silent is more aimed at long-distance cruising, with a range of 1,600 nautical miles at 6 knots using all energy sources combined, which is very respectable. If the energy supplied by the solar system runs out, the 150-kW genera-

tor can take over. By the way, the shipyard plans to replace the large generator with two smaller models to improve weight distribution and add a little more versatility. Once on the water, it must be said that the result is impressive. The first thing that strikes you is, of course, how quiet it is. Powered by electric motors, the SY62 gently leaves the dock and exits the marina to the sound of its wake alone. While 7 knots may seem modest on paper, once on board, the Silent does not feel like a slow boat; there is even something magical about moving forward in silence, a bit like a sailing catamaran. The silence



The flybridge helm station is particularly well integrated and enjoys optimal visibility.



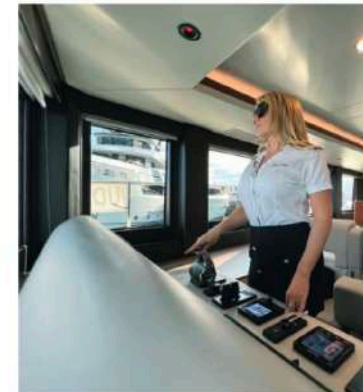
The main deck also offers plenty of space; note the large bay window and the carefully designed lighting.

is not limited to the cockpit, main deck, or flybridge, as a quick visit to the cabins confirms this tranquility, with no unwanted vibrations to be felt. As you would expect from a catamaran, the SY62's maneuverability is quite remarkable. However, on this first model, there is no steering wheel, which has been replaced by a rather unusual joystick. This technological choice, which is

found on both steering stations, is a little disconcerting at first, as it requires a very gentle touch. According to the shipyard and the boat's captain, this feature should be replaced by a more traditional steering wheel for a more comfortable – and traditional – ride. As on the 60, the 62 3-Deck offers an optional 9 to 12 m<sup>2</sup> (100 to 130 sq ft) kite wing to assist propulsion. However, with a displacement of



The main galley is very well equipped for long passages.



The helm station is fully equipped and, on this model, features a small joystick instead of a steering wheel. Future SY62 models will be back to a more traditional solution with a steering wheel.



The SY62's main source of energy comes from the numerous solar panels installed on board. These power a battery bank with a capacity of up to 348 kWh.



The owner's cabin is spacious and features a decor that is Zen and modern at the same time.

## Technical Specifications

Builder: Silent Yachts (Italy)  
 Architect: Silent Yachts  
 Length overall: 61'11" (18.86 m)  
 Beam: 29'6" (8.99 m)  
 Draft: 4'2" (1.26 m)  
 Air draft: 26'6" (8.07 m)  
 Displacement: 46.65 t  
 Engine: 2 x 180 / 340 kW  
 Solar panels: 16.8 kWp  
 Batteries: up to 348 kWh  
 Fuel: 2 x 132 US gal (2 x 500 l)  
 Water: 2 x 132 US gal (2 x 500 l)  
 Cabins: 4 to 6 + crew  
 Heads: 4  
 CE Certification: A  
 Base price: € 2,500,000 ex-tax

++ Living space  
 + On-board technology  
 + Quiet operation

- No low-energy appliances  
 - Access to portside head  
 - Limited speed

over 46 tons when empty, its effectiveness will inevitably be limited.

Finally, Silent Yachts makes a point of emphasizing the quality of its powercat by offering a 5-year warranty on the hull, 8 years on the batteries, 25 years on the solar panels, and even a lifetime warranty on the electric motors—which is quite rare.

## Conclusion

The first three-deck catamaran to take to the sea, the SY62 is also one of the only ones to be entirely powered by an electric motor, largely powered by solar panels. In addition to its technological and ecological aspects, this multihull offers considerable living space for its category thanks to a large flybridge, making it ideal for long-range cruising. It is a fine example of a successful marriage between innovation and comfort.