

ASIA'S LEADING YACHTING LIFESTYLE MEDIA

# YACHTING

# Style

**MULTIHULLS  
ON THE MOVE**

**MORE BRANDS  
MORE SIZES  
MORE ECO**

**POWERCATS  
REVIEWS  
INTERVIEWS**

**IMMERSIÓN  
PROFILE**

**PRESTIGE M48, LEOPARD 40PC, FOUNTAINE PAJOT MY4.S  
AZIMUT GRANDE 36M, SUNSEEKER 100 YACHT, MAJESTY 72  
GUILLAUME ANDREBE, LAGOON/EXCESS ASIA-PACIFIC  
TANGUY TERTRAIS, PRESTIGE ASIA-PACIFIC  
RAJA AMPAT WITH YACHT SOURCING  
MULTIHULL SOLUTIONS**

HONG KONG: HKD80  
CHINA: RMB90  
SINGAPORE: SGD12  
MALAYSIA: MYR32  
THAILAND: THB350  
PHILIPPINES: PHP 450  
VIETNAM: VND200,000  
INDONESIA: IDR 125,000  
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**ISSUE 71**





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# YACHT *style*

## 12 START LINES

- Editor's Note
- Column: Della Pearce of Hong Seh on Singapore's return to the spotlight
- Column: Tamas Brunecker on Torqeedo's catamaran collaborations
- Superyachts: Market intelligence by Fraser

## 20 YACHTS

- Lürssen delivers 90m, splashes 114m
- CRN launches 72m Vallicelli design
- Benetti's first B.Now 50M Oasis Deck®
- Gulf Craft debuts Majesty 111, Nomad 101
- Wally101 launches, wallypower58x debuts
- Dufour 41 to premiere at Cannes show
- Ferretti Yachts 1000 adding Skydeck
- Azimut to show Seadeck series in 2024
- Princess creating all-new S Class flagship

## 40 NEWS

- DolceVita's Asia debut in Riva Rendez-Vous
- Singapore welcomes Princess X95
- Northrop & Johnson APAC sells *Gifty*
- Abu Dhabi hosts Benetti Yachtmaster
- Sanlorenzo Asia holds Captains Workshop
- C&N charter CA for *The Maj Oceanic*
- Simpson Marine comments on acquisition
- Saudi Arabia's PIF invests in Azimut-Benetti
- Ferretti Group expands footprint in Italy
- Sunreef signs UAE production facility
- Singapore's CDL acquires St Katharine Docks
- Seabob launches Asia-Pacific operation
- Hong Seh sponsors Singapore Sailing Team
- Leopard cats provide drinking water
- iAqua launches Lithium Safety Store™
- Mike Horn sets sail on four-year expedition
- Industry appointments around the globe



Interview: Guillaume Andrebe, Lagoon & Excess



Multihull Special 2023

## 68 SHOWS

- Sanctuary Cove International Boat Show
- Dubai International Boat Show

## 74 RACING

- Rolex Fastnet Race
- Rolex China Sea Race
- SailGP Seasons 3 & 4

## 84 INTERVIEW: GUILLAUME ANDREBE, LAGOON/EXCESS APAC

The Asia-Pacific Sales Director for two Groupe Beneteau catamaran builders oversees a dealer network seeking to maintain Lagoon as the region's leading multihull brand, while he also works on raising the profile of the sporty, twin-helm Excess line.

## 88 INTERVIEW: TANGUY TERTRAIS, PRESTIGE APAC

Prestige's APAC Sales Director is preparing for the French builder's M-Line of multihull motor yachts to enter Asia, while the brand introduces new developments for the popular F-Line.



News: Simpson Marine signs non-binding MOU

## 94 MULTIHULL SPECIAL: SUPERCATS COMING

The world's largest sailing cat is set to launch in Italy, while Poland's Sunreef has signed the first 100 Eco and two orders for its 43M Eco, as more shipyards and owners commit to 'supercats'.

## 100 MULTIHULL SPECIAL: MAJOR POWER MOVES

With power catamarans moving into the mainstream, monohull builders have been moving into the multihull market, while many new companies are preparing to launch twin-hulled motor yachts.

## 110 MULTIHULL SPECIAL: SAILING FAMILY GROWS

Sailing cats still lead the multihull industry around the world and in Asia, where Lagoon Escapades are blooming while other leading brands increase their presence across the region.

## 116 PROFILE: MULTIHULL SOLUTIONS

Also trading as The Yacht Sales Co, Multihull Solutions is a leading Asia-Pacific agency with 20 specialist brokers in 13 offices in eight countries, and approaching A\$200 million in annual sales.



Interview: Tanguy Tertrais, Prestige Asia-Pacific



Azimut Grande 36M

## REVIEWS

### 122 AZIMUT GRANDE 36M

Following Alberto Mancini's work on the Grande Trideck, Azimut entrusted him to design its second-biggest superyacht, with the new Grande 36M also featuring a stunning interior by Achille Salvagni.



Prestige M48

### 142 PRESTIGE M48

Designed by Camillo Garroni with Philippe Briand, the M48 is taller and slimmer than its powercat competitors, yet offers large, innovative outdoor areas and a breathtaking full-beam owner's suite.



Leopard 40 Powercat

### 128 SUNSEEKER 100 YACHT

The 100 Yacht can reach up to 30 knots, while its attractions include walkaround access between the flybridge and foredeck, as well as a stunning owner's suite fronted by a cosy bow terrace.



Gulf Craft Majesty 72

### 136 GULF CRAFT MAJESTY 72

Boasting a 19ft 5in beam, the voluminous Majesty 72 ushers in a new dawn for Gulf Craft as the UAE builder's first collaboration with the Netherlands-based Phathom Studio.

### 150 LEOPARD 40 POWERCAT

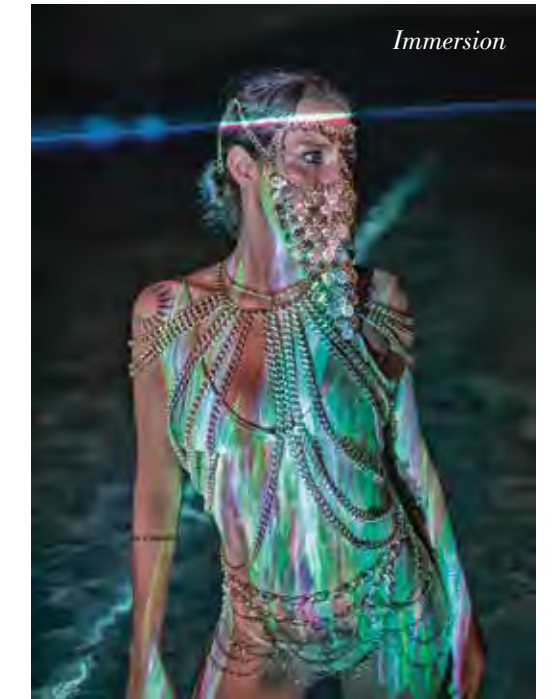
Following Leopard's 53 and 46 Powercat models, the sharp-lined, three-cabin 40 completes the brand's new family of power catamarans by Simonis Voogd Design.



Fountaine Pajot MY4.S

### 156 FOUNTAINE PAJOT MY4.S

The French multihull builder has maintained a long commitment to powercats, but shook up the market with its sedan-style MY4.S, the new 36ft entry model for its four-model motor yacht range.



Immersion

## 164 IMMERSION IN RAJA AMPAT, INDONESIA

The latest edition of Immersion was held with Yacht Sourcing's support in Raja Ampat, which provided a spectacular backdrop for an alluring cocktail of dancing and diving, meditation and music.



Lifestyle

## 168 LIFESTYLE: SINGAPORE WITH SANLORENZO SL86

The SL86 provides a huge variety of places to entertain, party and simply enjoy life with friends.

## 176 EVENTS

Hong Kong, Southeast Asia and the Middle East host boat shows, dealer displays, owner events, race awards, office openings and beach clean-ups.

## 200 LAST SHOT



## COVER

The Lagoon 51 is the pioneer of the brand's new focus on eco-friendly catamaran cruising.

© GILLES MARTIN-RAGET





Aquila 42 Yacht

© AQUILA

## TWO HEARTS, TWO HULLS

In *Two Hearts Are Better Than One*, Frank Sinatra sang “two heads together are better than one in rainy or sunny weather”. So, what about two hulls, for those wondering how best to spend their time on the water, whether rain or shine?

After all, it didn’t seem that long ago, when *Yacht Style* began its annual feature on multihulls, that there were only a handful of catamaran builders with enough global reach to sell yachts into Asia – and most of them remain powerhouses.

Lagoon, whose 51 is pictured on the cover of this issue, remains the leading catamaran brand in the region, where it’s represented by Simpson Marine in multiple markets. The Lagoon Escapade events in Thailand and the Philippines, where Europa Yachts represents the brand, are hugely popular gatherings and interest in the French builder’s models shows no signs of waning.

Fountaine Pajot and Leopard, other household names, continue to sell consistently across Asia and their newest motor yachts, the MY4.S and 40 Powercat respectively, feature among this issue’s *Reviews*.

However, the choice for buyers has risen rapidly in just the last few years. On the sailing side, Bali quickly rose to become a serious player, competing with the industry leaders in the 40-55ft sector and secured Asiamarine as a dealer three years ago to make headway in Hong Kong, Singapore and Thailand. Then, in 2019, Groupe Beneteau launched the Excess brand of twin-helm sailing cats, as if having Lagoon in its stable wasn’t enough!

The biggest market change, though, is in power catamarans, with Aquila rapidly expanding from a US-focused builder to becoming the global leader and a mainstream choice for motor yacht buyers. Last year, the builder celebrated its 10th anniversary with a comprehensive line-up ranging from the 28 Molokai to the 70 Luxury, while this year it has added the 42 Yacht and 47 Molokai to deepen its offerings.

Australian-owned ILIAD has enjoyed strong sales since joining the 50ft-plus powercat market in 2019, while Turkey’s VisionF was founded the same year and has already built four 80-footers. Gulf Craft joined the market with its SilverCat cruisers in 2020 – and more monohull builders are moving in.

Prestige and Four Winns both debuted twin-hulled models last year – the Prestige M48 is also among this issue’s *Reviews* – while Bluegame’s BGM75 is coming soon and Lazzara aims to debut its LPC 70 next year.

Along with space and stability, fuel economy is one of the main selling points of catamarans. As such, many yacht-building pioneers of eco-friendly technology such as solar power and hybrid or electric propulsion have chosen twin-hulled platforms to realise their vision.

Silent-Yachts has led the move into emission-free yachting for over a decade and is busy catching up with orders for its new 60/62 and 80 series models, while Alva will launch its Ocean Eco 60 this year. Many

more builders with a strong focus on solar and other green tech are developing catamarans, while most long-standing cat builders are increasingly offering such technology as an option.

The other market trend influencing catamarans is the growing popularity of larger models. The WiderCat 92 is set to appear at this year’s Cannes Yachting Festival, the 46.5m *ArtExplorer* is expected at the Monaco Yacht Show, while other twin-hulled superyachts set to sail in the coming year or two include Rossinavi’s 43m Sea Cat, the Silent 120 Explorer and VisionF 100.

Sunreef has foreseen the growth in almost all these sectors and features across all three chapters of this issue’s annual multihull cover story, across sail, power and superyachts, the latter led by orders for its 43M Eco sold in collaboration with brokerage houses Ocean Independence and Y.Co. And the fact that Rafa Nadal and Fernando Alonso own Sunreef powercats has only helped raise the profile of these beamy vessels.

If Sinatra’s words don’t convince you, maybe try Bruce Springsteen in *Two Hearts*, who sings:

“Two hearts are better than one, two hearts get the job done.” They sure do. Just ask Chewbacca. 🐾



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John Higginson,  
Managing Editor, *Yacht Style*

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# LEADING THE CAT CHARGE IN ASIA

*As Asia-Pacific Sales Director for two Groupe Beneteau catamaran builders, Guillaume Andrebe oversees a dealer network seeking to maintain Lagoon as the region's leading multihull brand, while he also works on raising the profile of the sporty, twin-helm Excess line.*

INTERVIEW JOHN HIGGINSON PHOTOS AS CREDITED

**Guillaume, you've represented Lagoon and Excess from Groupe Beneteau's Asia-Pacific headquarters in Hong Kong since January 2019. How important is the city for Lagoon?**  
It's a very important market for us. Hong Kong has been the Asia-Pacific home of Groupe Beneteau since 2016 and it has been a steady market for Lagoon for a long time. With Simpson Marine as our dealer (in Hong Kong and other markets), we've been selling boats to Cathay Pacific pilots, expats and increasingly to locals enjoying the boating lifestyle. Some Lagoon owners even live on their boats, in Sai Kung, Aberdeen and so on. Hong Kong is an amazing playground, as you have lots of islands to go to on the weekend with your family and friends. What's better than a Lagoon catamaran for that.

**You've visited Japan, Philippines, Vietnam, Australia, New Zealand, Korea and Singapore in recent months, so which are the leading Asia-Pacific markets for Lagoon?**  
Currently, it's Australia, although it often changes from year to year. Japan is strong and one of the oldest markets for us in Asia. Tetsuo Sekiguchi from First Marine is a long-time distributor of Beneteau and Lagoon, and is a legend of the industry and for Groupe Beneteau. Over the years, he has created an amazing Lagoon community there.

The Philippines is also a huge market. Europa Yachts is our dealer there and we have a group of clients who are successful businessmen and pretty much all friends. They've been purchasing our biggest units for years now and upgrading regularly, so it's actually a very big market for us.

**Where else has Lagoon been strong in Asia?**  
Malaysia and Sanya in China have also been amazing places for business for us. I think Simon Theseira of Simpson Marine Malaysia even set a record one year, where he was the best Lagoon 620 salesman in the world.  
There was similar demand in Sanya. If you still go to the marinas in Sanya, you have 620s lined up in marinas. Sanya slowed down a bit, mostly for political reasons, but is starting again now that Hainan is a Free Trade Zone. It's still a bit quiet in Malaysia, although Simpson Marine is still busy and we've been delivering Lagoons there regularly.

**How do you view Lagoon's presence in Singapore, which hosted the Southeast Asia debut of the Lagoon 55 (Review, Issue 59) at the Singapore Yachting Festival, following the model's Asia premiere in Hong Kong late last year?**  
It has been growing for the last five years. Before, the interest in catamarans wasn't so big, mostly a matter of berthing, but people are realising that having a catamaran is great for going to the islands at weekends or using when you go on holiday to Indonesia or Thailand, for example. As well as the new 55, there's a recent Sixty 7 powercat that was previously owned by a client in the Middle East, who realised he preferred sailing. So, he sold the Sixty 7 to a client in Singapore and bought a 55.

**Simpson Marine resumed the Lagoon Escapade Thailand late last year. How important is this event and what feedback do you get from Lagoon owners in the country?**  
Apart from the boat shows, these are probably the most important events for us because we're trying to build this community around the brand. The Escapades work well. People travel all around the world with their Lagoons and when they meet another Lagoon owner, they're happy to talk to them and share their stories and experience. They're also very active online, exchanging tips on how to fix or repair something.  
This is what we wanted to create, a community around the brand, and because owners renew their boats every few years, we want them to stay with us because they feel happy with us and part of a family. So, these events are important for this. During Escapades, we get to go sailing with them, share good times, share stories about the brand, and create a community.

**When you talk to owners, is there anything that surprises you?**  
Yeah, always – they're so proud. The pride of owning a lagoon, you can see it in their eyes, really. And they like to tell you where they've been and tell you the good times, the bad moments as well, when they were caught in a storm, how and what they did, and so on. They're really proud of the memories they make on their boats. When I join the Escapades, I spend hours listening to their stories. They're very active users.

**What's next for Lagoon Escapades in Asia?**  
Something amazing is going to happen in the Lagoon Escapade Philippines from May 26-27. For the first time in the history



The first Lagoon 55 in Asia is pictured in Hong Kong, where the model's regional premiere was held in October 2022





© SIMPSON MARINE

Organised by Simpson Marine, the Lagoon Escapade Thailand resumed in October 2022 after a gap of three years

of Lagoon, we're going to have the full current range of models represented, from the 42 to the Seventy 8 (powercat), so we're going to make amazing videos and photos. We could have 15-20 boats, maybe more. After all, in Australia, we went up to 25 boats joining the Escapade, so it can be very busy.

The next Lagoon Escapade in Thailand is from November 3-5 and we're also planning the first Escapade in Japan next year because we have so many Lagoons there. We're also looking to host events in Hong Kong and Sanya.

**How successful has the Lagoon 51 (Review, Issue 67) been in launching the brand's new emphasis on sustainability?**

We felt having solar panels was not enough anymore. It's not enough to put solar panels everywhere on the boat and call yourself sustainable. We want to go further than this. So, we started from the very beginning of the process from where we get our raw materials, so now we only source wood from forests certified by FSC (Forest Stewardship Council). We source natural resin for use in the construction of the Lagoon 51, which is another big step in the right direction.

We offer recycled fabrics for all the upholstery. We even use natural fibres, so some structural parts of the boats are made of hemp fibre. Our R&D department is actively working into extending the percentage of sustainable materials and we're going to take more steps with future models.

Groupe Beneteau is working with Torqeedo and Vision Marine on electric propulsion. This is one of the main axis of the R&D department, but we don't want to rush things. Lagoon was the first catamaran builder to put electric engines on a catamaran, in 2006, but the solution wasn't great at the time so we stopped. Now, we want to take our time to find something that will bring you enough power and autonomy to be safe. Also, something affordable because today this is a six-figure option, with competitors selling this for between €150,000 and €300,000, which is too much.

**Even though it's an expensive option, are people enquiring about hybrid or electric propulsion and energy?**

Everybody is, but we tell them about the current performance of the systems, the price and the fact that it's still very new technology. It's going to be tough to find someone in a local marina willing to repair any such system because most are not trained for it, so clients quickly come back to choosing diesel engines. There are amazing initiatives happening, but we need to wait until these are workable and proven on a production scale.

**Since Excess was introduced in 2019, where in Asia-Pacific has the brand proven popular?**

French Polynesia is number one, ahead of Japan, Australia and New Zealand. We have a dealer, Sail Tahiti, that has found the perfect recipe. We never sold a new Lagoon to a private owner there, although

we have sold to charter companies. But when David [Allouch] from Sail Tahiti arrived, he offered Excess models to anyone willing to keep them in French Polynesia.

Owners use it when they come and for the rest of the year, Sail Tahiti manages, charters and maintains it until the owners are back. And it works. We've sold at least 10 Excess catamarans in French Polynesia. For his first Excess 11, David took it from the shipyard in Les Sables-d'Olonne (on France's west coast) and sailed it himself for three months to Tahiti.

**What's needed to increase the popularity of Excess in Hong Kong and Southeast Asia, where Lagoon has been the leading catamaran brand for so long?**

Groupe Beneteau created Excess because they realised the catamaran market was segmented into performance cats, like Outremer, HH and so on, and cruisers like Lagoon, but there was really nothing in the middle. At a lot of boat shows, they heard on the pontoons that a lot of people weren't willing to transition from a monohull to a catamaran because they didn't want to give up on the sensations of sailing. So, they created Excess, which sits in the middle between performance and cruisers. You still have the comfort and the volume, but you also have a boat that sails really well.

What do owners coming from monohulls want? They want helm stations at the back because they want to be right next to the water, have good vision of the sails and be directly connected to the rudders, so they can feel the water on their hands when they're helming. This is what Excess offers.

There's no flybridge on Excess, which makes the boat more sporty looking, gives owners great access to the boom and the sails, and makes the boat lighter. Excess is not a performance cat, but it's a bit faster than Lagoon and lighter, so will take off more easily in light winds. In five knots, you can start sailing. Owners then have everything they want. The family's happy, they finally sail flat, everybody has their own room and privacy, as well as volume and comfort.

This is why we never have clients considering one or the other because the helm stations at the back and no flybridge is a 'no' for some people or appealing to others. In fact, we compared the data of people visiting Lagoon and Excess stands during boat shows, and only 10 per cent of people visited both, which means we have two different target audiences. Excess cats are very much for monohull sailors looking for similar sensations.

**After the Excess 12 and 15 featured bridge decks and inner hulls from the Lagoon 40 and 52, the 11 and then 14 were all-new. Why is the brand's management most excited about the Excess 14 (Review, Issue 68)?**

I think we finally found our DNA. We've been looking for the Excess



© LAGOON

Launched in 2022, the Lagoon 51 introduced the brand's new sustainability focus

identity since 2019. The 12 and 15 were a good introduction, but not different enough from existing cats. With the 11, we started to feel something from the market. We've now sold over 250 units already, with a well-specced model costing about €400,000.

Now, with the Excess 14, we went a step further in finding that DNA. It's a sporty looking boat with those slightly aggressive lines. It's innovative, very clever but simple, because sailors like simple boats that are easy to sail and maintain. We have an amazing naval architect, Herve Piveteau, who came up with all this, with the help of VPLP (Marc Van Peteghem and Vincent Lauriot Prévost).

The Excess 14 is already a big commercial success and we're sold out until the end of 2024. And from 2025, Excess is going to be able to build 250 boats a year, which will put it on the podium with the biggest catamaran brands. ✽

[www.cata-lagoon.com](http://www.cata-lagoon.com)  
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Andrebe (back row) at the Lagoon Escapade Thailand; Lagoon Sixty 7 (right) beside a Lagoon 55 at the Singapore Yachting Festival



© EXCESS



© EXCESS

Following the launch of Excess in 2019, the Excess 11 (left) and new Excess 14 (right) have helped the brand distinguish itself





# M-LINE EXPANDS PRESTIGE OPTIONS

*As Asia-Pacific Sales Director for Prestige, Tanguy Tertrais is preparing for the French builder's M-Line of multihull motor yachts to enter Asia, while the brand introduces new developments for the popular F-Line.*

INTERVIEW GAEL BURLOT PHOTOS PRESTIGE & ASIA YACHTING

**Having recently visited Hong Kong, Singapore, China and Japan, what have you learnt since taking on the role of Prestige Sales Director for Asia-Pacific last September, having previously been responsible for Northern Europe?**

I've noticed each market is quite specific. I went to this year's Japan International Boat Show in Yokohama and found that the way owners use their boats there is completely different from how boats are used in Hong Kong, mainland China or Singapore.

The Japanese clients, for example, don't use their boats as much as they're used in Hong Kong. It's more of a social status in Japan, whereas in Hong Kong, it's really something you use for the weekend or for day trips. It's interesting to see these differences, whereas in Europe, it's a different usage of the boat. These cultural differences are new to me, so it's very interesting.

However, the demands from our customers are similar. Most are looking for quality time on the water with their family and friends, and for more volume and space rather than speed. If we asked people a decade ago what they wanted, they would have said 'a fast boat to go from A to B and back'.

**Which are Prestige's biggest markets in Asia?**

Hong Kong is number one. Japan is picking up the pace and other markets are growing. We've talked a lot about Thailand, where a lot of Russian clients have come back and Chinese are visiting again. There is money all around the region such as in Indonesia and Malaysia, while the Philippines is a big market, especially for the new M-Line of multihull motor yachts.

But Hong Kong is our main market today and the F-Line of flybridges is the best seller, especially the 520. That's our best-selling model worldwide and that's also reflected in Asia. We see a demand for the X-Line as well. It has only been introduced in Asia quite recently, but the X-Line is becoming a trend as we've seen in the European market.

Meanwhile, there's growing interest in the M-Line worldwide and there have already been 30-plus retail orders for the M48, which is a good start for a yacht launched at the Cannes Yachting Festival last September. And with the announcement of the M8, everyone is getting excited about these models and it's a trend we're going to see across Asia, such as in Hong Kong, Philippines, Japan and so on.

**Asia Yachting represents Prestige in Hong Kong, Thailand and the Philippines, so what have you learnt from their team about these markets?**

Most of the owners in these markets have crew, so it's a different way of using the boat. In terms of layout options, the designs of the boats differ when someone uses the boat with a full crew. A Seakeeper stabiliser and air-conditioning are common options, so these are also things to consider when creating models to cover these markets.

Perceived quality is very important in Asia, which is why we partnered with Swarovski on the Prestige 690. The Prestige 690 Swarovski Edition is already on its way to Asia.

**How closely are you cooperating with Asia Yachting?**

Working closely with our dealers in all their markets is key to making sure our brand is well represented. I was talking about the Philippines with the M-Line. That's a key market for us so we're working closely with Asia Yachting to understand how we can build our presence there with the M-Line. Thailand is also picking up.

Asia Yachting is an expert on the yachting industry in Hong Kong and Southeast Asia, so we want to build that partnership to have a presence for Prestige in those key markets. Event wise, they are a true partner and regularly host Prestige events. In November, we host the Prestige Exclusive Days at our shipyard in France and we'll do it in Beaulieu-sur-Mer in August with some sea trials, so we want to increase those events.

Asia Yachting has hosted the first official Prestige Exclusive Days outside of France, so the idea is to spread these throughout the world in the US, for example, but also hopefully one day in the Philippines, Singapore, Thailand and so on. They're a true partner to help us grow our visibility and our branding across the region.

**What has been the reaction to the X-Line in Asia, where the region's first X70 arrived in Hong Kong in late 2021?**

There has been an excellent response and I believe it will be even better for the X60, with the first model in Asia potentially arriving in Hong Kong late summer. We had an X70 handover in December and we had 15-20 people on the boat having a good time, and that's how owners here like to use their boats, so the X-Line is right on point.



The Prestige M48 kicked off the M-Line of multihull motor yachts





Set to arrive in Hong Kong later this year, the Prestige X60 is the second X-Line model following the groundbreaking X70

You don't see the volumes on the X-Line models on other brands. That's what yacht owners in Asia are looking for because when they go boating, they don't go by themselves. They're going with the full family, with some friends or even some business partners, and they're looking for those volumes.

**What about the M-Line, the brand's entry into the multihull market?**

The M-Line is a step further. The boats have been designed from scratch as powercats, to offer unprecedented space and experiences for guests and the owner, including what we call an owner's suite, because that's really what it is.

Today, many of our competitors in the multihull motor yacht market are coming from sailing catamarans. We don't have the same constraints, so we manage to offer unrivalled spaces for a new way of experiencing the sea. The design of our M8, for instance, is based on a perfect technical platform to meet four pillars: comfort, conscious luxury, environmental awareness and natural stability.

I think the M48 is going to be well received in Asia and when we talk to Asia Yachting, it's clear that's what their customers are asking for: huge volumes and comfort on board. And that's the feedback we got from all over the world but especially Asia.

**Do you think Prestige surprised its competitors by moving into multihulls?**

I think it was a surprise for them. I think we may have surprised them with our timing and if you look at Boot Düsseldorf this year, Prestige was the only exhibitor in Hall 6 (for luxury yachts) with a powercat. However, I think if we meet in two years or three years, other brands could have power cats. We created a boat that interests a lot of owners of monohulls, multihulls and sailing boats, as well as first-time boat owners. It showed us that we were right on point with the M48.

It feels like there's a trend and a lot of companies are talking about it, but for now, we're going to distribute the boat everywhere.

The first one in Asia will be in Hong Kong by the end of this year or early 2024, there will be one at the Japan International Boat Show in



Prestige has collaborated with Austrian crystal specialist Swarovski to produce a special edition of the 690, set to arrive in Asia

Yokohama in March 2024, one in Australia for the Sanctuary Cove International Boat Show in May 2024 and so on. As a brand, we've ensured that the first 15 units are dedicated to visibility around the world, to cover the main markets and main boat shows.

**What about the M8, which will be the most expensive Prestige model to date and is being built at Groupe Beneteau Italia in Monfalcone?**

The M8 is coming with a new dimension of comfort. It's a high-end catamaran representing a new generation, linking comfort and luxury with luminous spaces. It's going to put Prestige and the M-Line on another level. We're not talking to the same customers; instead, we're talking to superyacht owners that want more stability and efficiency.

On the finishing, the materials, the layout, the furniture, we're putting the M8 on the level we want to put the brand to be able to talk to those customers, who are owners of 80-90ft superyachts that want to feel the same volume, but in a more compact platform. That's what the M8 is about.

The debut of the M8 will be at the Cannes Yachting Festival in September 2023. It will be hull two and will feature a 'silent mode' due to the use of solar panels, so you don't have to use the generator. Hull one is for the US.

**So, Prestige believes multihull motor yachts are here to stay?** When you look at the advantages multihulls bring – efficiency, comfort and stability, and space – that's everything our yachting customers are looking for today. They're looking for those key points when they're purchasing a boat and the M-Line power catamarans are ticking all the boxes. It's a trend we've seen for the past few years, it's going to grow and it's going to stay.

**Hong Kong and some Southeast Asia markets have a bias towards Italian and British motor yacht builders, especially in the 50-100ft motor yacht market. Although Prestige has done very well in the 40-70ft segment, does the brand have to upgrade its image to remain a leader in this sector?**

Today, Prestige is the leading brand for 40-60ft flybridge motor yachts, but we have a demand for a higher level of finish and bigger sizes and volumes. The X-Line answers this demand in the 60-70ft segment, but as we look to keep leading the 40-60ft flybridge market, we're developing the F-Line to ensure we continue to answer all the needs of our clients and future owners within the 40-80ft range. ✂

[www.prestige-yachts.com](http://www.prestige-yachts.com)  
[www.asiayachting.net](http://www.asiayachting.net)

*Note: For more information on the Prestige M-Line, read the multihull feature later in this issue.*



Tertrais' recent travels around Asia included visits to see Prestige dealers Speedo Marine (left) in China and Yamaha Marine (right) in Japan



Asia Yachting represents Prestige in Hong Kong (pictured), Thailand and the Philippines; see EVENTS for the Prestige Owners' Day



# SUPERCATS

*The world's largest sailing catamaran is set to launch in Italy, while Poland's Sunreef has signed the first 100 Eco and two orders for its 43M Eco, as more shipyards and owners around the world commit to 'supercats'.*

WORDS **CLAIRE LIM** PHOTOS **SHIPYARDS**







*Sunreef 43M Eco*

When Sunreef celebrated its 20<sup>th</sup> anniversary at last year's Monaco Yacht Show, famous guests included Polish statesman Lech Walesa, 2016 F1 world champion Nico Rosberg and celebrated explorer Mike Horn, an ambassador for the builder's Explorer series of powercats and now embarking on his four-year What's Left global expedition.

As popular as some of the attending VIPs were, the biggest cheer of the night was reserved for Sunreef's announcement that it had secured the sale of the first 43M Eco, one of a growing selection of 'supercat' designs and concepts promoted by studios and shipyards around the world in recent years.

However, there was more to come from the all-action shipyard, whose dealers in Asia include Hong Seh Marine in Singapore and Lee Marine in Thailand. In January this year, Sunreef announced a *second* sale of the 140ft solar-powered sailing cat with a 50ft 6in beam, which it has described as the "world's biggest electric luxury catamaran".

As if it wasn't busy enough running two shipyards in Gdansk and

establishing another in the UAE, the shipyard confirmed the signing of the first Sunreef 100 Eco, meaning the two units of the Sunreef 80 Eco already sailing will be joined by at least three much bigger sisters in the coming years.

All three of the upcoming Eco superyachts will feature the environmentally friendly, emission-free, noiseless technology that Sunreef has developed for its new Eco range of sailing and power catamarans, which now accounts for over half of the shipyard's enquiries and orders.

Able to accommodate 12 guests, the 43M Eco can incorporate composite-integrated solar panels in its hull sides, superstructure, hard top and even mast, potentially delivering up to 60kW. A hydrogeneration system linked to the propellers can regenerate up to 40kW while under sail or when powering along with the two 200kW electric motors, which offer a cruising speed of 11 knots and a top speed of 14.

The rig includes a 49m mast supporting 1,000sqm of upwind sail



*Sunreef 100 Eco*

✦ Sunreef Yachts Eco

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EMISSION**  
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**ULTIMA**





50M Sunreef Explorer



40M Sunreef Explorer

area and 1,600sqm of downwind sail area. The outdoor areas include an enormous flybridge and foredeck, and an aft cockpit overlooking the vast ‘ocean lounge’, which combines the high-low aft platform and transoms with fold-down balconies on either side. There’s also a hidden garage below the cockpit that can stow two jet-skis and other water toys.

Meanwhile, the Sunreef 100 Eco has an LOA of 96ft 6in and a beam of 42ft 8in, making it a little longer and slimmer than the 100 Power (*Issue 65 cover story*). The 100 Eco can be fitted with twin 180kW engines and a solar-panel system delivering up to 45kW, while its design includes a three-sided ocean club – like the 43M Eco – and the option of a master suite forward on the main deck.

#### GROWING POPULARITY

Sunreef has a strong history in superyacht catamarans, even before the late 2021 launch of its 100 Power, an imposing 94ft-long, 44ft-wide powercat that only made its public debut at this year’s Palma International Boat Show at the end of April.

Founded by Francis Lapp in 2002, Sunreef quickly proved a pioneer in the luxury catamaran sector and in 2010 launched not one but two 100ft-plus sailing catamarans – the Sunreef 102 *Ipharra* (31m) and the Sunreef 114 *Che* (35m).

They were among only a handful of similar-sized sailing cats of the period, which included the 31m *Hutiane* (former *La Sella Del Diavolo*) built in Italy by Nuovo Arsenale Cartubi and the 44m VPLP-designed *Hemisphere* built in the UK by Pendennis, launched in 2009 and 2011 respectively. The latter is the world’s largest sailing catamaran, but is set to hand over that title later this year – read on.

Over the past decade or so, Asia-Pacific has been home to multiple multihull superyacht projects including the 110ft sailing cat *Ruizi*

(2018) built in northern China by Jinlong Mega Yacht (which also built a 46m monohull motor yacht for Jackie Chan).

On the motor yacht side, the 43m trimaran *Adastra* launched by McConaghy in Zhuhai in 2012 for a Hong Kong-based owner was followed six years later by a trimaran on a different scale altogether, the 84m *White Rabbit* built by Western Australia’s Echo Yachts for a Singaporean owner.

In 2019, the 39m catamaran *The Beast* emerged from New Zealand and the 41m *Royal Falcon One* was launched in Sweden for a Singapore-registered company. Designed by Studio F.A. Porsche with naval architecture by Incat Crowther, *Royal Falcon One* has roots in Asia and is currently listed for sale with Carmen Lau of Camper & Nicholson.

Last year, Australia-based shipyard SilverYachts launched the first Spacecat 36M from its China facility in Guangdong province. Meanwhile, HH Catamarans, an offshoot of Hudson Yacht Group, is currently completing the first HH88 sailing catamaran, its 26.8m, all-carbon flagship due to launch in Xiamen later this year.

#### SUMMER LAUNCHES

Another of this year’s most anticipated multihull superyachts is the 46.5m sailing cat *ArtExplorer*, an “aquatic museum” scheduled to launch this summer in The Italian Sea Group’s facilities in Marina di Carrara and succeed *Hemisphere* as the world’s longest sailing catamaran.

Perini Navi will present the yacht at the Monaco Yacht Show (September 27-30) before she departs for her first exposition in Marseille in the south of France.

French entrepreneur and philanthropist Frederic Jousset, 53, is the owner of *ArtExplorer*, which has been designed to be the



Rossinavi's 43m Sea Cat

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*Silent 120 Explorer with XP4*

first floating art gallery and host thousands of visitors around the world each year, although some time will be spent chartering in the Mediterranean and Caribbean.

Fraser has been leading the team in charge of the project since *ArtExplorer* was commissioned. Laurent Bredy, Head of Project Management at Fraser, said: "It's a privilege to be part of such a project, with an exceptional rig, technologies specifically developed for the museum, and an iconic design."

Also this summer, Italian shipyard Wider is scheduled to launch its first WiderCat 92 in Fano ahead of the model's world premiere at the Cannes Yachting Festival (September 12-17).

Featuring hybrid propulsion, the 28m powercat was designed by Luca Dini with Centro Stile Wider and features a 12m (39ft 4in) beam. The wingspan extends when the side platforms drop, offering direct access to both VIP cabins and linking with the fold-down garage door to form a 720sqft, three-sided beach club.

The WiderCat 92 features 1,830sqft of solar panels, so is energy self-sufficient when anchored at sea, with unused energy stored in the lithium batteries to power systems at night. The most recent version of the shipyard's Serial Hybrid Propulsion System enables a

cruising speed of 12 knots and a range over 1,600nm at eight knots or up to 2,400nm at six knots. In zero-emission mode, the yacht can travel 27nm at six knots in silence.

**MORE TO COME**

Rossinavi, which has facilities in Viareggio and Pisa, is scheduled to launch its 43m aluminium Sea Cat in spring 2024. Designed by Italy's Fulvio de Simoni with interiors by US-based Meyer Davis, the sub-500GT hybrid-electric powercat has an LOA of 140ft and a 45ft beam, with accommodation for 10-12 guests and up to seven crew.

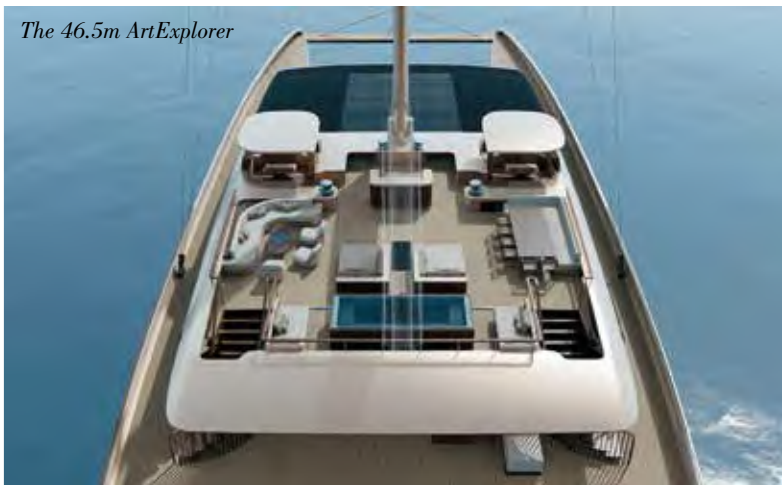
Attractions include a beach club with a sauna, a pool in the aft cockpit, an American bar on the large sun deck, and a large forward outdoor lounge with Jacuzzi, firepits and cinema.

Along with Rossinavi's 'Zero Noise Technology', Sea Cat features solar panels on the top parts of the superstructure. The yacht is designed to operate in four modes including 'one-day trip', cruising in full electric mode, and 'multi-day trip', spending 90 per cent of the time in full-electric mode if passing the nights at anchor.

For a 'transatlantic trip', Sea Cat is estimated to spend 80 per cent of the time in full-electric mode and 20 per cent in diesel-



*The 46.5m ArtExplorer*



*The 46.5m ArtExplorer*

# SOLAR POWERED ELECTRIC PROPULSION

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electric mode, using diesel generators, while in ‘hibernation’, the catamaran can be self-sufficient and even donate excess energy.

Silent-Yachts, the Austrian-owned pioneer of solar-electric catamarans, is also scheduled to launch its flagship Silent 120 Explorer in 2024. Under construction at partner shipyard VisionF Yachts in Turkey, the 36.7m catamaran has a 13.85m beam, a volume of 499GT and offers extended cruising at 6-8 knots in economical mode or up to 16 knots at full power.

Featuring styling and interior design by Marco Casali, the Silent 120 incorporates a flybridge hard top covered in solar panels including two large sections that can slide outwards on each side to reveal a touch-and-go landing pad.

Silent-Yachts, which also has its own production facility in Italy, has even announced that all-electric toys can include the XP4 ‘flying car’ by British company VRCO and the Nemo 2 two-person submersible by Dutch manufacturer U-Boat Worx.

VisionF is also moving up in size with the VisionF 100, having built multiple models of its aluminium VisionF 80 including *Black*, which exhibited at last year’s Monaco Yacht Show and is owned by shipyard founder Coşkun Bayraktar.

With the first hull set to be delivered in early 2025, the VisionF 100 is built of Kevlar composite for high strength-to-weight ratio and will have four Volvo Penta IPS 1050 engines for a top speed of 22 knots. The 30.5m flybridge powercat has a beam of 12m and space for up to six en-suite guest cabins, while exciting options include a 2.4m-long glass-bottomed jacuzzi on the foredeck.

Meanwhile, Alva Yachts is building the Ocean Eco 90 H2, the first fuel-free 90ft catamaran with wings, which the German-owned company expects to be in the water by late 2024.

Fitted with two electric motors connected to a 500kWh-plus battery pack, the yacht features over 200sqm of solar panning, a hydrogen fuel cell range extender and Ayro’s Oceanwings© wind-propulsion system with wind sensors on the wing sails.

There’s much more out there, in build or in design. Germany’s Ultimate Catamarans is promoting a full line of aluminium powercats with hybrid propulsion comprising the Spaceline 69, 88, 120, 150



*WiderCat 92*

and 150S, all designed by the Italian studio Luxury Projects headed by Laura Pomponi.

StellarPM, which builds in Vietnam and China, recently expanded its new-build offerings with the StellarEXP32 (105ft) and StellarEXP37 (122ft) tri-deck explorer powercats, each offered with a steel or aluminium or hull, and an extended or shorter upper deck. The company’s portfolio also includes the StellarCat series featuring the AL20-2 (67ft 6in), AL25-2 and AL25-3 tri-deck (both 82ft 5in).

Within Italy’s Palumbo Superyachts group, Extra Yachts has announced the X30 Villa powercat featuring exterior and interior by Amsterdam-based studio Phathom, while France’s Berret-Racoupeau Yacht Design is behind the Zeffiro 130 and 150 powercats for sister company ISA Yachts.

Camper & Nicholson’s listings include a 46m trimaran motor yacht design by Mani Frers for a 36-month build at McConaghy, which recently released designs for its own MC115 sailing cat (35m). ☼



*VisionF 100*



# POWERCAT MARKET WIDENS

*With power catamarans moving into the mainstream, monohull builders have been moving into the multihull market, while many new companies are set to launch twin-hulled motor yachts in the coming couple of years.*

WORDS CLAIRE LIM PHOTOS SHIPYARDS





Prestige M48

**P**ower catamarans used to be the preserve of the world's leading sailing catamaran builders, who were able to use their expertise – and sometimes existing hulls – to develop twin-hulled motor yachts.

Fountaine Pajot introduced its Trawler series of powercats in 1998, Leopard ventured into powercats in 2007, and both continue to be among market leaders. Lagoon's launch of its Seventy 8 in 2017 and Sunreef's debut of its 80 Sunreef Power two years later kick-started the growing popularity of larger models.

The dominance of brands like these has been challenged in recent years by powercat-focused Aquila, which was formed in 2012 and launched its 100th unit five years later.

However, the popularity of the 36 Sport cruiser that debuted that year and the earlier 44 Yacht flybridge then spearheaded an enormous growth surge, with each model selling about twice as many units as the company produced in its first five years.

In the US, the Aquila 36 Sport was even competing with some of the world's leading monohull yacht builders for sales in its size sector. The industry was watching as powercat sales rose year after year, with monohull yacht builders among those taking notice.



Four Winns TH36

#### GRUPE BENETEAU'S MAJOR MOVE

At the 2019 Cannes Yachting Festival, Bluegame announced it would be moving into the multihull market and the much-anticipated BGM75 is set to launch this year.

However, Prestige was the first of Europe's leading luxury monohull motor yacht builders to move into multihulls, debuting its M48 at the Cannes show last year and showing it among an otherwise monohull-dominated Hall 6 at Boot Dusseldorf this January.

The builder says over 30 units have been ordered of the M48 (see Review), which was designed by Italy's Garroni Design, Prestige's long-time collaborator, while French designer Philippe Briand handled naval architecture. Garroni also designed the M8 set to debut at this year's Cannes Yachting Festival (September 12-17), with the 65ft model featuring hull design by Marc Lombard.

Prestige, renowned as a world leader in 40-60ft monohull motor yachts, is now one of four Groupe Beneteau brands producing multihulls. Lagoon started in 1984 as a catamaran offshoot of Jeanneau and over the past two decades has established itself as the world's most prolific builder of pleasure cats, topping 6,000 units in early 2021. Sister brand Excess was founded in 2019 with a focus on sportier, twin-helm sailing cats.

Last September, Prestige's M48 premiere at Cannes coincided with the low-key 'prototype' debut of Four Winns' first twin-hull model, the TH36 designed by Garroni and Lombard, which recently made its official world premiere at April's International Multihull Show in La Grande Motte and will also show at Cannes and the Fort Lauderdale International Boat Show (October 25-29). These recent moves into multihulls show the boat-building giant's vast confidence in the platform.

Rosalie Le Gall, Product Manager at Prestige, says: "The M-Line all stemmed from discussion within Groupe Beneteau about where we can go with motor yachts at Prestige and how to go beyond what we're already doing. We analysed the trends and needs of the market and saw that people are expecting more and more space, and were less concerned with speed.

"The stabilisation systems needed for beamier monohulls are amazing but expensive, heavy and use a lot of power, while we also have a responsibility towards reducing fuel consumption. The



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Prestige M48

conclusion was that the catamaran platform really answers all these needs. It even offers more than we expected.”

Prestige can draw on vast catamaran expertise within Groupe Beneteau, but as it approached the multihull market from the view of a monohull yacht builder, it started from a blank sheet of paper.

Erwin Bamps, Brand Director of Prestige, said the builder chose to create its own architecture as he believes the powercat market is not so evolved that it presents a standard set of norms and minimums required by potential clients.

“This was a very important step for the evolution of Prestige,” Bamps says. “However, this is not a consolidated market. Everyone has a different interpretation of what powercats should look like. If you go to five powercat manufacturers around the world, you find very different concepts.”

However, principals at Lagoon, whose powercat models comprise the Sixty 7 and Seventy 8, did advise Prestige to include a full-beam owner’s suite, stating that it was a key differentiator in the market.

Olivier Besson, founder and CEO of Asia Yachting, which represents Prestige in Hong Kong, Thailand and the Philippines, is expecting the first M48 in Asia to arrive in Hong Kong by the end of this year or early next year, with later hulls for Asia-Pacific destined

for Japan and Australia.

“The positioning of the M48 is quite different in the sense that it’s a real Prestige, in the level of luxury of finish,” Besson says. “I think the innovation of the master cabin is really something quite special. I also believe the large swim platform that goes so high and so low, plus the big storage for toys, is very practical. I believe it’s a very interesting product.”

Prestige will consolidate its own presence in the multihull sector with the M8, which again features exterior design and layouts by Camillo Garroni, while Lombard oversees naval architecture.

Le Gall says: “We haven’t raised the bridge deck height as much as we did on the M48, but we’ve raised the main-deck floor and overall height of the boat to make the saloon deck on one single level. We’ve also created some more space forward for the owner’s suite. That’s why it has much more space than competitors of this length, sail or motor cats.”

The first hull of the M8 is scheduled to depart for the US, where it could appear at the Fort Lauderdale show in late October.

The second hull will be a special edition and will remain in Europe for the model’s world premiere at Cannes in September. It features a solar-panel system with a lithium battery bank designed to cover



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Prestige M8



Prestige M8





Aquila 42 Yacht

the yacht's hotel load, with a highly efficient air-conditioning system among features designed to reduce energy consumption.

**GULF CRAFT GROWS SILVERCATS**

Meanwhile, Gulf Craft has steadily been developing its new SilverCat range, designed in-house and marking a return to catamarans for the UAE builder, which produced racing powercats in the 1980s. Today, it oversees four yacht brands: Silvercraft, Oryx, Nomad and Majesty, whose flagship 175 is the world's largest composite production yacht.

Created within the builder's Silvercraft brand of family cruisers, the SilverCat series kicked off with the 2020 launch of the enclosed SilverCat 34 Lux, built in the UAE builder's Maldives production facility.

The SilverCat 34 Lux was Gulf Craft's first speedboat equipped with solar panels to power all non-propulsion systems including air-conditioning, and the model is now offered in two other versions: HT with smaller wheelhouse and open-style CC (centre console).

The SilverCat 40 Lux debuted in 2021 and was followed by last year's premiere of the 40 CC at the Dubai International Boat Show, while SilverCat's flagship two-cabin 46 Lux premiered at the Dubai show this March and is available with two 440hp inboard engines or four 400hp outboards.

Hulls and superstructures are made with a proprietary vacuum-infusion process, incorporate carbon-fibre and even Kevlar, while the builder now also has a facility in Ajman (UAE) dedicated to the production of powercats.

Chairman Mohammed Alshaali, who co-founded the shipyard in 1982, says the time was right to introduce a pleasure cat series and has used each of the SilverCat 34, 40 and 46 models himself, including for fishing in the Maldives.

"We've found there is a trend and people like their advantages – stability, speed, space, everything – so we moved into the market with smaller models that are good for families and fishing," says Alshaali, who says Gulf Craft will focus on sport cruisers and not move into flybridge catamarans.

"At the same time, we take care of the needs of clients in warm regions, so we offer air-conditioned interiors with a galley, cabins and so on. I love fishing and going to sea in catamarans. You feel the speed, yet it's relaxing, and the economy is unbelievable, especially when you use diesel engines. SilverCat is still new, but we're selling very well because I think the price is right compared to competitors."

Australian-owned ILIAD, which builds in China, hosted the debut of the 53S at this year's Sanctuary Cove International Boat Show, while



Aquila 47 Molokai



Gulf Craft SilverCat 34 CC

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Gulf Craft SilverCat 40 CC



Gulf Craft SilverCat 40 Lux

its other powercats include the 50 that launched the brand in 2019 and the 62.

For more information on ILIAD, the Thailand-built Cora Cat 48, France's Leen Trimarans (50, 56, 72) and other brands represented by sister companies The Yacht Sales Co and Multihull Solutions, read PROFILE in this issue.

**AQUILA, LEOPARD POWER FORWARD**

Meanwhile, Aquila continues to grow from strength to strength, with company principals describing the MarineMax-Sino Eagle collaboration as the world's No. 1 power catamaran manufacturer. This year, Aquila debuted its 42 Yacht (*Review, Issue 70*) at the Miami International Boat Show and recently launched the 47 Molokai, which joins the 28 Molokai in the new Offshore series.

Featuring a design collaboration with French studio VPLP, the 42 Yacht is the fourth model in Aquila's current line of flybridge motor yachts, which also includes the hugely popular 44 Yacht, 54 Yacht and flagship 70 Luxury (a hybrid version of the latter is in development).

"Aquila is extremely excited about the 42 Yacht, which offers great flexibility in terms of layout options, including two, three or

four cabins," says Yvan Eymieu, Aquila's Asia-based International Sales and Distribution Manager. "This versatility makes it an ideal choice for liveboards, cruisers and the charter industry. The boat has experienced instant success in the USA and the first year of production is already sold out."

The 42 Yacht is scheduled to make its European debut at the Cannes Yachting Festival in September and next year will have regional premieres in Dubai, Singapore and Australia, at the Sanctuary Cove International Boat Show. Dealers in Asia include Simpson Marine and the brand has experienced significant success in Southeast Asia, with Thailand a particularly strong market.

Aquila recently announced KJM Marine as its Gulf dealer across UAE, Kuwait, Saudi Arabia, Qatar, Oman and Bahrain. The company has secured orders for the Molokai 47 and is planning to showcase the flagship 70 Luxury at this year's Abu Dhabi International Boat Show (November 16-19) followed by the Middle East debut of the 42 Yacht at the 2024 Dubai International Boat Show.

Leopard, which has built over 2,500 catamarans over the past two decades, also had a world premiere at this year's Miami show, with the new 40 Powercat (*see Review*) completing the builder's new family of



Leopard 40 Powercat



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Fountaine Pajot MY4.S



Fountaine Pajot Power 67

powercats developed by Simonis Voogd Design. The model's first unit in Asia is scheduled to arrive in April 2024.

The brand's catamarans are built by Robertson & Caine in Cape Town in South Africa and are also used under different names by sister charter companies, The Moorings and Sunsail.

Leopard is another pioneer of power catamarans and sold about 140 units of its former 51PC, the brand's first design by Simonis Voogd, plus over 100 units of the 43PC.

The 51 was succeeded in 2020 by the 53 Powercat, the brand's current flagship, which only made its show debut in Asia at this year's Singapore Yacht Festival despite the first units in the region being delivered in 2021.

The next member of the new family was the 46 Powercat, which debuted at Miami last year, with the 40 rounding out the new-look powercat family, which have the option of solar panels and lithium batteries and are produced in parallel to the 42, 45 and 50 sailing cats, which use different hulls.

Leopard's powercats have been catching up with its sailing models in terms of popularity around the world, while they have traditionally outsold their masted sisters in Asia. Since the beginning of last year, over a dozen Leopards have been delivered to Asia including seven powercats: the former 43 to Malaysia, the 46 to China, Malaysia and Philippines, and the flagship 53 to Indonesia and two to the Philippines.

"Overall, the response for the new line of powercats has been very positive, with half-a-dozen already delivered to Asia and more to follow. The 40 Powercat launched recently, but we expect it to be popular as there aren't many boats in the 40ft range offering the same amount of space and comfort," says Kit Chotithamaporn, Leopard's Yacht Sales Manager – Asia.

"In general, Leopard's entire powercat range offers great performance with a top speed over 20 knots yet efficient in fuel consumption, especially at passage-making speeds. The space and

layout of Leopard's powercats are other great selling points, especially the huge flybridge with hard top."

#### FRENCH CAT SPECIALISTS

Fountaine Pajot has produced over 4,000 catamarans since 1976, moving into powercats just over two decades later.

The La Rochelle builder's current motor yacht range comprises the MY4.S sedan (37ft), MY5 and MY6 (formerly MY40 and MY44), plus the Power 67 that had its official world premiere at last year's Cannes Yachting Festival. The shipyard recently hosted clients and prospects for private sea trials on the MY4.S, MY6 and Power 67.

Asia Yachting has represented the brand's motor yachts in Hong Kong since 2021 and started by selling an MY5. However, it says the larger MY6 – on display at the Asia Yachting Boat Show in May – has been the brand's most popular powercat in Hong Kong, as it's a large-volume powercat that only requires a Grade 2 skipper's licence.

"Fountaine Pajot powercats perform well at sea and are well finished, very practical, feature an excellent use of space and are good value for money considering the volume," says Olivier Besson, founder and CEO of Asia Yachting. "The shipyard is constantly fine-tuning and improving the models following owner's feedback, not only waiting for when a new model or upgrade is launched."

Lagoon's powercat range still comprises the Lagoon Seventy 8 that launched in 2017, a year after the Seventy 7 sailing cat, and the Sixty 7, which debuted in 2019, a year ahead of its sister sailing cat, the Sixty 5.

The builder, which will celebrate its 40th anniversary in 2024, has a solid network of long-standing distributors across Asia including Simpson Marine in Greater China and much of Southeast Asia, while Europa Yachts handles a busy market in the Philippines.

Recent powercat deliveries have included a Seventy 8 in Hong Kong last December, with another unit of the flagship due in Hong Kong this summer, while the model is already present in the Philippines, home to the model's first hull.



Lagoon Seventy 8



Lagoon Sixty 7



70 Sunreef Power Eco



Sunreef Supreme 70 Power Eco



Sunreef 55 Ultima and 44 Ultima

A new Sixty 7 was delivered to the Philippines in January, while the model has also been delivered to Hong Kong, Singapore and Taiwan. The Sixty 7 and Seventy 8 are also part of this year's special edition of the Lagoon Escapade in the Philippines, which is set to include every sailing and power model in the brand's current portfolio.

#### ECO LEADERS

Sunreef, represented in Singapore by Hong Seh Marine and Thailand by Lee Marine, has taken the production of large powercats to another level in terms of size, finishing and customisation. However, the core of the Polish builder's motor yacht range is still based around its 60 Power, 70 Power and 80 Power, all unveiled in the company's 'New Beginnings' era.

All three models – and larger ones like the 100 Power launched in 2021 – are now available in Eco versions, which offers the shipyard's

revolutionary photovoltaic system, electric engines, lithium battery bank and linen/basalt structural elements, while options include wind turbines and a kite sail.

New technology also includes what Sunreef describes as the industry's most efficient air-conditioning system and high-tech water maker and purification system. This year's upcoming deliveries include the first 60 Sunreef Power Eco and an 80 Sunreef Power Eco, while further orders for both models were signed last year.

Sunreef, founded in Gdansk in 2002, has revealed an even newer generation of powercats that will be built in the shipyard's new production facility in Ras Al Khaimah in the UAE. Originally announced as the 55 Open Sunreef Power, the 55 Ultima along with the 44 Ultima are hybrid 'eco-speeders' available in Eco versions with solar panels fitted on the hard top.

The Ras Al Khaimah facility will also produce the Supreme 70



Silent 60 (Stella) launches in Fano, Italy



Silent 80 3-Deck Open





VisionF 80

Power Eco and Supreme 80 Power Eco models, which have the same length and width as the 70 Power and 80 Power but feature sharper lines, a forward-ranked windscreen, forward-angled hard top supports, and a huge aft garage able to house a tender, jet-ski, diving gear and other water toys.

Silent-Yachts, now represented by Asiamarine in Hong Kong, Singapore and Thailand, is the original pioneer of solar-electric catamarans and is currently busy catching up with orders for its 60, 62 3-Deck, 80 and 80 3-Deck production models.

The more popular 3-Deck versions of both the 60/62 and 80 offer a large flybridge social area with dedicated hard top and are available in Open or Closed versions, the latter featuring an enclosed skylounge forward.

Founded and owned by Austrian Michael Köhler, the company started with Köhler's own Solarwave 46 from 2009 followed by the Silent 64 built in Turkey and Silent 55 built in China, the company's first production models.

After the first few units of the Silent 60 were built in Thailand, all subsequent 60/62 builds and all the 80 models are being built between the shipyard's own factory in Fano on Italy's east coast and at

VisionF's facilities in Turkey following a collaboration between the two builders after the 2021 Cannes Yachting Festival.

*Stella*, the first Silent 60 produced in Italy, was launched earlier this year and features 42 solar panels for 16kWp of solar energy, two 250kW electric motors and a top speed of 14 knots. Backed up by a battery capacity of up to 210kWh, she's able to cruise emission-free solely on solar power for up to 100nm a day.

Silent-Yachts is also collaborating on the aluminum VisionF 82, a solar-assisted hybrid and slightly redesigned version of the existing VisionF 80 produced by the Istanbul shipyard founded in 2019 by Coskun Bayraktar. The builder has already delivered at least three units of the VisionF 80, with several more hulls in production.

VisionF is currently developing the VisionF 60, which is built in GRP and has a remarkable beam of 10m (33ft) – making it wider than the VisionF 80 – while it's designed to have a draft of just 0.65m fully loaded.

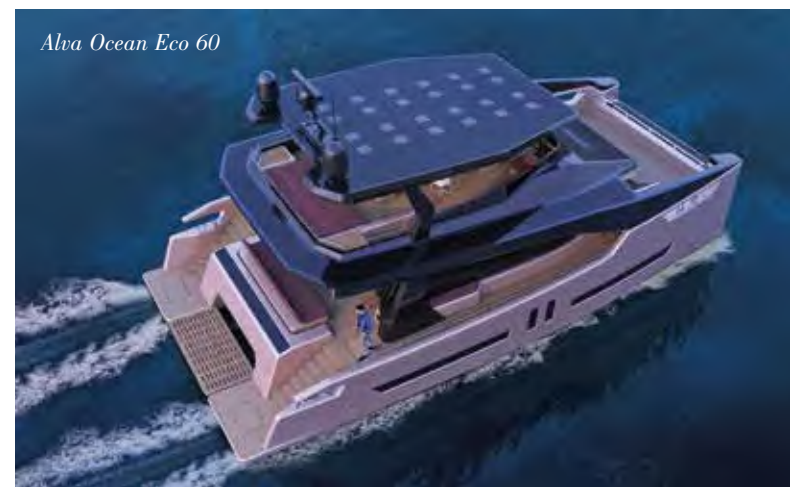
Standard propulsion is two 360hp Volvo Penta IPS 600 diesel engines for a top speed of 21 knots, while solar panels can be added to the top surfaces and work with an integrated battery-management system to power some of the hotel load.



Bluegame BGM75



Lazzara LPC 70



Alva Ocean Eco 60



Cosmopolitan 66

#### MORE BRANDS COMING

Meanwhile, Italy's Bluegame is set to enter the market with the BGM75, which features a smooth, elegant profile and exterior designed with Zucco International Project, while Philippe Briand collaborated on the concept and naval architecture, with Lissoni & Partners handling layout and interiors.

BGM75 has an overall length of 22.7m (74ft 4in) and a relatively slim beam of 8.15m (26ft 7in), which enables the lower deck to span the width of the yacht and feature a full-beam owner's suite forward plus two or three guest cabins – depending on whether the galley is up or down – plus a crew quarters. The yacht has two 550hp or 625hp Volvo Penta D8-IPS engines and a single helm on the flybridge, while a huge aft swim platform includes a drop-down central section to deploy the tender.

US builder Lazzara Yachts is also moving into power catamarans with the LPC 70, which has a length of 21.3m and a beam of 8.85m (29ft), with the first unit scheduled for delivery to the Mediterranean in 2024.

Like the Prestige and Bluegame designs, the LPC 70 has a full-beam lower deck, but features a full-width owner's suite aft with direct access to the beach club, while forward are four guest cabins and two crew cabins either side of a half-height forward galley.

On the main deck, the helm is on starboard side of the dining area, aft is the saloon and cockpit, while the flybridge has a hot tub, Texas-style barbecue, high bar for cocktails, covered dining and upper helm. Lazzara expects a top speed of 28-plus knots and a comfortable cruising speed of 18 with two 1,000hp Volvo Penta D13-IPS1350, plus a range of 1,000nm in displacement mode.

Alva Yachts, founded in 2020 by Managing Director Mathias May and CEO Holger Henn, is preparing to launch its first Ocean Eco 60 solar-electric catamaran, in build in Turkey's Antalya Free Zone. The 18.4m model has a 10.2m (33ft 6in) beam and is available with an open or enclosed flybridge or as a coupé. The German-owned company is also building the Ocean Eco 90 series and recently revealed designs for the Ocean Eco 78, a 23.7m model with a 12m beam.

Dutch-owned Soel Yachts has designed and engineered the Senses 48 and Senses 82 solar-electric catamarans, but is most actively promoting its Senses 62, which is listed by Ocean Independence and features 42 solar panels generating 18.5kWp. Soel has previously built several passenger vessels including the SoelCat 12 and Shuttle 14, and built a custom-designed 10m carbon-fibre speedboat for private use.

Headquartered in Barcelona, Zen Yachts is scheduled to deliver the first two units of the solar-electric Zen 50 in the first half of 2024, having announced a €5.5 million funding round from Ocean Zero LLC earlier this year.

Designed by Julien Mélot, the 15.7m (51ft 6in) cat has an 8.4m (27ft 7in) beam, lightweight carbon hulls and a semi-rigid Ayro Oceanwings32 wingsail that can be controlled at the upper and lower helm stations. A huge flat roof and a hardtop above the flybridge enable extensive solar panel coverage that can generate 16kW.

Also in Spain Cosmopolitan Yachts, spearheaded by Ivan Salas of Iddes Yachts and German entrepreneur Christian Braun, is developing the aluminium, solar-electric Cosmopolitan 66, which can house up to six guest cabins. Featuring a beam of 10.67m (35ft), the 20.1m yacht has a 1m-plus bridgedeck clearance, a foil below the aft end of both hulls and 17kWp of solar panel coverage. ☼



Soel Senses 62



Zen 50



# CALL OF THE CRUISING CATS

*Sailing catamarans still lead the multihull industry around the world and in Asia, where popular Lagoon Escapades exemplify the 'family' culture and an increasing number of brands are growing their presence across the region.*

WORDS **CLAIRE LIM** PHOTOS **SHIPYARDS**



*Lagoon Escapade Thailand in October 2022*





*Lagoon Escapade Thailand in October 2022*

It's an exciting time in Asia for sailing catamarans, with the Singapore Yachting Festival in late April hosting the Southeast Asia debut of the Lagoon 55. At the end of May, the Philippines hosts what could be the first Lagoon Escapade to feature all the brand's current models, with hopes that the line-up in Coron includes at one model each of the Lagoon 40, 42, 46, 51, 55, Sixty 5 and Seventy 7 sailing cats, plus the Sixty 7 and Seventy 8 motor yachts.

The events are just the latest in a recent series of activations by the world's leading pleasure catamaran builder in the region, which is overseen – along with young sister brand Excess – by the Groupe Beneteau Asia-Pacific office in Hong Kong.

Last year, a Lagoon Seventy 7 was delivered to Japan, where it became the country's biggest sailing catamaran, while a Lagoon 42 was displayed at the 27th Yokohama Floating Yacht Show (September 30-October 2).

In October, Simpson Marine hosted the latest Lagoon Escapade Thailand, three years since its previous edition. In Hong Kong later that month, the region's biggest yacht dealer staged the Asia premiere of the Lagoon 55, a model that debuted in Europe in 2021 and introduced the brand's 'aft terrace on the sea'.

In March this year, a Lagoon 42 displayed at the Japan

International Boat Show in Yokohama, while in April a Lagoon 46 showed at the Sanya International Boat Show in China before a Lagoon 40 exhibited at the Busan International Boat Show in Korea.

Meanwhile, the Lagoon 55 used for the regional debut in Hong Kong was delivered to its owner in mainland China, while further units of the Lagoon 55 arrived in the Singapore and Philippines, where another is set to arrive this year, with Japan also set to welcome the model.

Hong Kong and the Philippines are the first markets to welcome the Lagoon 51 that debuted last year and only made its US debut at the Miami International Boat Show in February. More units of the brand's most eco-friendly model are scheduled for delivery to China, Thailand and the Philippines this year.

Lagoon is set to celebrate its 40th anniversary in 2024 with the launch of multiple new models, while new innovations – that can be retro-fitted – include a new solution to treat and purify water on board for drinking.

Meanwhile, at the Cannes Yachting Festival last September, sister brand Excess staged the world premiere of its all-new Excess 14 (*Review, Issue 68*), which has proved a big success, with production sold out through 2024.



*Lagoon 55 Asia debut in Hong Kong*



*Lagoon 51*



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Excess 11 in Hainan



Fountaine Pajot Aura 51 Smart Electric

It was a strong follow-up to the popular entry-level Excess 11, which has sold over 250 units around the world since it debuted in 2020, the year after the brand launched with the 12 and 15 models. Designed to offer similar sailing sensations to monohulls, the brand's twin-helm design offers a lively experience for skippers, while all models feature naval architecture by French studio VPLP.

The first Excess 11 was recently delivered to Hainan, while across Asia-Pacific, the brand's sales are led by the charter and cruising paradise of Tahiti in French Polynesia, followed by the likes of Japan, Australia and New Zealand.

**NEW TECH, NEW 80**

Fountaine Pajot, the world's second-biggest leisure cat builder, has also been active in Asia, with a Tanna 47 and Alegria 67 set this year for Hong Kong, where Asia Yachting now represents the brand's sailing catamarans as well as its motor yachts, and has already delivered an Isla 40.

An Astrea 42 is set to arrive in Bali in June through Yacht Sourcing, while an Aura 51 arrived in Korea earlier this year. Launched last year, the Aura 51 is notable for the option of integrated solar panels offering up to 2,000W (2kW) and marks the start of a new sustainability-focused new era for the builder.

The model followed Fountaine Pajot's announcement to create low-carbon and ideally net carbon-neutral cruising boats by 2030, with the builder forming the in-house ODSea (Observe, Design & Save) Lab to develop eco-friendly technologies.

Soon after the launch of the Aura 51, Fountaine Pajot released the model's Smart Electric version, which debuted at the Cannes Yachting Festival last September. It was the brand's first model to feature electric motors and an intelligent on-board management system, along with lithium batteries and a hydrogeneration system.

This year, Fountaine Pajot launched its first hydrogen-powered cruising cat, the Samana 59 Smart Electric x REXH2. A collaboration with EODev, a specialist in hydrogen solutions, the prototype uses technologies from the 100ft *Energy Observer* catamaran, which is covered in solar panels, has two wing sails and an electrolyser that allows it to produce its own hydrogen.

Fountaine Pajot is also preparing to make a splash at this year's Cannes Yachting Festival (September 12-17) when it stages the world premiere of its 'New 80' flagship, another collaboration with the Berret Racoupeau studio headed by Olivier Racoupeau, which has designed for Fountaine Pajot for over a decade.

Before that, in late June, the La Rochelle builder is hosting sea trials for all seven of its current sailing cats – Isla 40, Astrea 42, Elba 45, Tanna 47, Aura 51, Samana 59 and Alegria 67.

**STRONG IN ASIA**

Along with Lagoon and Fountaine Pajot, Leopard is one of the three giants of production pleasure cats and recently showcased its entire range of both sailing and power cats at the International Multihull Show at La Grande Motte in the south of France.

Built by Robertson & Caine in South Africa, Leopard models



Fountaine Pajot New 80

**Aura 51**



FILM Aura 51 Smart Electric



**FOUNTAINÉ PAJOT.**  
SAILING CATAMARANS

40 | 42 | 45 | 47 | 51 | 59 | 67 | 80  
new

Sailing Towards Carbon Neutrality with **ODSea**  
by Fountaine Pajot







Bali Catsmart

are also used by sister charter companies The Moorings and Sunsail (under different names). Its current three-model sailing range was completed with the Lagoon 42 in 2021, with the small sister joining the 45 and the flagship 50 in a series that shares common features including a forward saloon door to the foredeck cockpit.

Other signature features include the semi-raised helm to starboard, where the skipper has a flybridge view but can also communicate with those in the cockpit. Solar panels and lithium batteries are an option, while all new Leopards now feature water purification technology that allows owners and guests to enjoy drinking water directly from the tap.

Of over a dozen Leopard powercats and sailing catamarans arriving in Asia since last year, there have been three deliveries of the Leopard 50 to China and one to Japan, as well as two units of the Leopard 45 to Korea.

Meanwhile, Bali continues to steadily increase its presence in Asia, primarily through Asiamarine, which recently hosted the Bali 4.2 Open Day in Hong Kong (see *EVENTS*) before displaying the Catspace at the Singapore Yachting Festival at the end of April. Asiamarine has represented Bali since 2020, selling over a dozen units, mostly to Hong Kong but also to Singapore and Thailand.

The French company's sailing cat range is still headed by the flagship 5.4 that debuted in 2018, but its six other models – including the Catspace (40ft), 4.2, 4.4, 4.6 and 4.8 – have all been released from

2020 onwards, with the 4.4 having its world premiere at last year's International Multihull Show.

Bali's newest model is the entry-level Catsmart, which premiered at La Grande Motte this April. The 38-footer has a 21ft-plus beam and is the brand's first model without a flybridge, but new features include two helm stations aft and the option of two, three or four cabins.

"With the Catsmart, Bali is entering the popular 38ft segment and is reinforcing its portfolio, with seven models from 38-54ft," says Eric Noyel, founder and CEO of Asiamarine, who hopes the first Catsmart in Asia will arrive in the summer of 2024.

"The Catsmart boasts the brand's well-known innovations but differs with the absence of a flybridge and the inclusion of two steering wheels at the back of the hulls for enhanced pleasure at the helm. Also, the two-suite layout is unique on the market. She's a small, compact multihull that will attract sailing enthusiasts with a tighter budget."

Since emerging as an offshoot of Catana Group in 2014, Bali has grown rapidly and joined the world's most popular sailing cat brands due to pioneering features like the signature 'Bali door', a full flybridge (on all but its smallest model), sliding saloon windows, forward saloon door and solid foredeck.

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Leopard 42



Leopard 42



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Sunreef 80 Eco hull two



Sunreef 60 Eco, Surreal

time, we often hear, ‘wow, there’s so much space’, which is the best comment we can receive,” Noyel says. “Also, the Asia market is particularly eager for innovation and new experiences, which makes Bali catamarans particularly attractive.”

**ECO FIRST**

Sunreef continues to make headway into Asia, with last year’s appointment of Hong Seh Marine as its dealer in Singapore and this year’s announcement of Lee Marine as its representative in Thailand. The Polish shipyard is also expanding its presence in the UAE where it has opened an office in Dubai and is developing a production facility in Ras Al Khaimah.

Sunreef continues to grow its Eco range of sailing catamarans, which began last year with the launch of the first 80 Eco, *Marie-Joseph*. The model had its world premiere at the Cannes Yachting Festival last September before appearing at the Monaco Yacht Show later that month and this year’s Dubai International Boat Show in March. The first Sunreef 60 Eco, *Surreal*, also launched last year.

Recently, Sunreef revealed its second all-electric 80 Eco sailing catamaran. In contrast to *Marie-Joseph*’s dark-blue hull, the second 80 Eco has a light-green hull dominated by Sunreef’s dark ‘solar skin’ and hull windows, while its white superstructure features the ultralight composite-

integrated solar panels on the sides and flybridge hard top. Unlike *Marie-Joseph*, the new model doesn’t have solar panels around the mast.

In addition to the solar-power system, Sunreef’s Eco models are also able to generate energy from the passive motion of the two propellers through an advanced hydrogeneration system. All energy obtained is used to power both the hotel appliances and electric propulsion for silent, emission-free cruising.

The shipyard offers Eco versions of the company’s current range of sailing models, first seen in 2018 with the Sunreef 60 and Sunreef 80 before the first units of the 50 and 70 followed in 2019 and 2020 respectively.

The Sunreef 80 has been the most popular of the four models, underlining the builder’s focus on large catamarans, although the shipyard stated that sales during last year’s Cannes Yachting Festival included two Sunreef 60 Eco and three Sunreef 60 sail catamarans.

Sunreef is also developing the 80 Eco Hydrogen for an owner who wants to “go far and rely on clean energy, even when there’s not enough sunlight to generate solar power”. The shipyard is working on a system that will enable hydrogen to be produced from sea water, using solar power and hydro-generation. The yacht will also include Sunreef’s solar-power system, which will assist with powering all onboard operations and the electric propulsion system. ☼



Sunreef 80 Eco, Marie-Joseph



Oceanis Yacht<sup>60</sup>

**ELEGANCE REDEFINED.** Designers Roberto Biscotini and Lorenzo Argento have created a world of refinement in this 60-footer ocean-cruising yacht. With a hull length of almost 18 meters, the Oceanis Yacht 60 has a sophisticated silhouette while preserving its elegant design and excellent marine qualities.

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**BENETEAU**  
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*Imperious Fountaine Pajot Alegria 67 focusing on her foredeck spa, the same yard's MY6 motor yacht below, and swimming off their popular Samana 59*

# SPECTACULAR GROWTH FOR ASIA-PACIFIC SALES AGENCY

*Also trading as The Yacht Sales Co, Multihull Solutions is a leading Asia-Pacific agency approaching A\$200 million (around US\$133 million) in annual sales. With 20 specialist brokers in 13 offices in eight countries, it has expanded rapidly, based on the mantra "find a boat best-suited to each customer, don't just sell whatever is in stock".*

WORDS **BRUCE MAXWELL** PHOTOS **YARDS**

**T**his is our ethos", says CEO Mark Elkington, and looking back to when he last wrote a Guest Column for *Yacht Style* five years ago, sales then stood at A\$60 million (around US\$40 million), so the strategy seems to have worked spectacularly well. Repeat and referral business have helped make the two companies among the fastest-growing in the region.

A corporate restructure is under way. After the Sanctuary Cove International Boat Show 25-28 May, where the sporty ILIAD 53S power cat is making its world debut, The Yacht Sales Co becomes the



*Prototype ILIAD 50 was tested over 10,000 nautical miles, and 180 changes were made, before this 50-60-70 power cat range made its debut at Sanctuary Cove International Boat Show in 2019. So far 22 vessels have been delivered in the Asia-Pacific region, and the S53 makes its world debut at SCIBS 2023*

over-arching entity for both Multihull Solutions and ILIAD sales.

The adjustment tacitly acknowledges the energetic group's parallel move into monohull markets, begun a few years ago with French Dufour sailing yachts, and more recently The Yacht Sales Co announced it would represent prestigious Australian-built Maritimo motor yachts in Southeast Asia and Hong Kong.

"As we've become bigger, monohull inquiries have increased", says Mark. "Many were simply referred onwards, but in 2021 it was decided to take on selected agencies that fitted with our other high-quality multihull yacht ranges.

"Some people don't have the budget for larger multihulls, and want to look at beamy monohull options instead. Others have been cruising the Pacific for years in cats, and when they return, find it is easier to berth a monohull at the local marina or yacht club. There are lots of reasons for an interplay between the two.

"But that doesn't mean our focus on multihulls is lessened in any way. Rather we are constantly expanding our options and expertise in developing state-of-the-art multihulls, in close consultation with the builders".

Multihull Solutions and The Yacht Sales Co, headquartered on the Sunshine Coast in Queensland, are firmly established across Australia and New Zealand, Singapore, Thailand, the Philippines and shortly Hong Kong in Southeast and East Asia, and in New Caledonia, Fiji and French Polynesia in the Pacific.

The renowned French builder Fountaine Pajot, which has an extensive range of sailing catamarans and motor yachts, has long been one of Elkington's premier partners, and he is actively involved in strategic discussions with the company.

"In the current sailing catamaran range, the Samana 59, Alegria

67 and the recently-released Fountaine Pajot 80 are regarded as the yard's flagships", he says. "Forward orders are very strong".

"Two more Alegria 67s are being delivered to Southeast Asian buyers soon. One is for Singapore, another for Thailand, and a third Samana 59 is to be handed over in the Med, so that new owners can cruise there, but the vessel will gradually make her way to Australia".

The recently-released Fountaine Pajot 80 is something else. "Both forward and aft cockpits enjoy large reception and relaxation lounges", says the builder, "with double direct access from the salon.



*NEEL 47 trimaran under full sail*





Powerful Absolute Navetta 75 and its stern lounge arrangement are shown left, with the smart Absolute 48 Coupé and its forward cabin on the right

“The cabins, true suites and guest rooms have been designed in the spirit of great yachts, with unostentatious luxury, and finished down to the finest detail, including leather upholstery and furniture featuring wood and leather trim. Bathrooms are reminiscent of a spa, and there is a jacuzzi in the owner’s suite”.

Side cockpits with opening wings are another innovative feature, and the aft beach club has a myriad chic hang-outs and discreet storage facilities.

NEEL trimarans, also based in the world’s epicentre of multihull technology in France, at La Rochelle, have 51s being delivered to Singapore and Thailand. Two more 43s are heading for Western Australia, and Coffs Harbour in NSW, along with another new 52.

LEEN is the motor yacht brand, also a trimaran. Obviously this is NEEL spelt backwards, and Elkington says the builder is now “in smart hands”. He has been on sea trials of the LEEN 72, and describes it as “a terrific boat with a quite futuristic design”.

In 2017, he decided to develop his own power cat brand. A prototype was tested over 10,000 nm, resulting in 180 changes being made. Production got under way in 2018, and the first ILIAD 50 made

its debut at the 2019 Sanctuary Cove International Boat Show.

Many leading American and Australian motor yachts are built in either Taiwan or China. Elkington chose a former French colonial port, called Zhanjiang, which had been administered from French Indochina. It is on the China Coast near Hainan, not far from the border with North Vietnam.

An impressive 22 ILIADS have been sold since in the 50-60-70 foot LOA range, and new ILIAD 53 Sedan and Flybridge models are being built at a second yard in Zhuhai adjoining Macau. Across the road is another Australian high-tech builder, McConaghy Yachts, which constructed the startling 42m superyacht trimaran *Adastra* there in 2012.

“We are not yet into superyachts ourselves”, says Elkington. “Roughly 40-80 feet is our specialist market, and there is plenty to offer within that spectrum.”

“The ILIADs are semi-custom yachts, really one-offs, so they take longer than production-line vessels. At present we are building six a year, and we probably won’t go far beyond that in the foreseeable future.”



The Dufour 61 has proved popular since The Yacht Sales Co took over this agency, selling a dozen Dufours so far. These are big beamy boats



Appointment of The Yacht Sales Co to handle Maritimo sales in Southeast Asia and Hong Kong was announced in March-April’s YS#70, with photos of flagship M75 and S75 models to be shown at Sanctuary Cove late May. Here we take a look at the M60 and its magnificent Sky Lounge

“Pricing starts at US\$1.65 to US\$1.75m, so orders reflect a particular customer’s budget, but I can say that each one has more range, more living space and more innovations than anything else in their class. That’s the ILIAD difference”.

For an entry level multihull, he offers the Cora Cat 48, which is based on the popular Heliotrope 48 built by PMG Marine near Ocean Marina in Thailand. Available only in shaft-driven power, new deck moulds are being used for the Cora Cat, and a few orders are already under way.

Across all models Elkington identifies a distinct divide between customers who favour traditional shaft drives versus Volvo Penta’s pod-based IPS or Cummins Mercruiser’s Zeus systems.

Fontaine Pajot favours IPS, as does Absolute, another brand taken on by The Yacht Sales Co. Absolute is establishing a firm foothold with its Navetta 48 and 58, the 48 Coupé, and the 56 Fly.

Demand in the 40-60 foot LOA range was “fantastic”, as demonstrated at the recent Auckland Boat Show, and a first Absolute was also being delivered to Thailand next year. It is bound for Ocean Marina near Bangkok, where another new office has been established, complementing those in Phuket.

Maritimo motor yachts, on the other hand, prefers shaft drives for better fuel efficiency. As announced last issue, The Yacht Sales Co has taken on the sales agency for this leading Australian builder for Southeast Asia and Hong Kong.

“They are going to be sought after by sporty boaters”, says Elkington. “People who want to go fishing or diving or just have a fun weekend wining and dining out on the water, with some space for their toys”.

Again the Maritimo M Series, S Series and X Series offer plenty of different options, and the M75 and S75 are among the largest models being shown at Sanctuary Cove International Boat Show in May.

Since importing its first Dufour as a stock boat, The Yacht Sales

Co has sold 12 models, and Elkington says he is “thrilled with that success”. He points out that generous beams have given monohull yachts enormous living space in the last few years, particularly in forward areas.

For weekenders, overnights and day boats, he is offering Tesoro Yachts, which make their debut at Sydney Boat Show 3-6 August and the T40 is already being sold into Thailand.

The brokerage market has “evolved incredibly” under the leadership of Patrick Gilot. Multihull Solutions and The Yacht Sales Co are now handling pre-used sales of over 120 vessels a year. That’s more than two a week changing hands. Growth is about 20 per cent annually.

“Average sales are generally above A\$500,000” (around US\$332,000), says Elkington. “We don’t do much below A\$250,000 (around US\$166,000) except in special circumstances. The company recently put in place specialists who are starting to handle brokerage sales to 40 meters.”

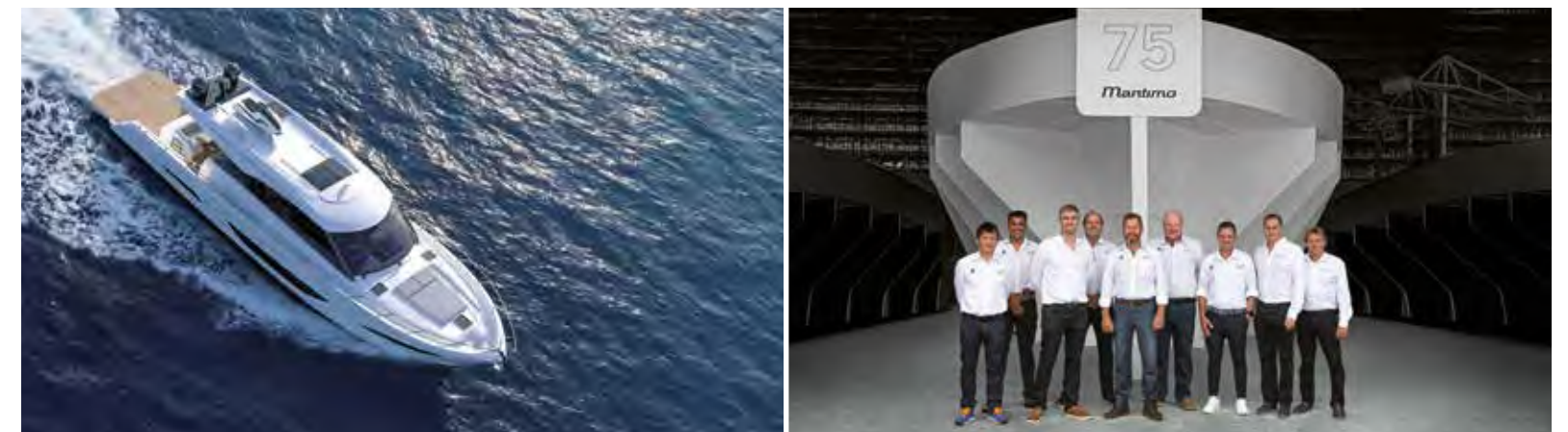
“Apart from the new and pre-used boat specialist brokers, we have 12 people in head office handling specific tasks ranging from marketing, titles and logistics to payment procedures and cyber security. The latter has become increasingly important in an era of cyber attacks, and I have just appointed a new COO.”

“I’m still the sole director, although core team members own 25 per cent of the equity, and we are financially independent, which allows us the freedom to structure operations as we wish.”

“It wasn’t our intention, but the figures indicate that we are probably the largest dealer in the Asia-Pacific region now, give or take Simpson Marine.” Growth comes from demand. Multihull Solutions and The Yacht Sales Co’s experience is much in demand. ✪

[www.multihullsolutions.com](http://www.multihullsolutions.com)

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Maritimo S50 has long-range cruising performance and a shallow 1.35m draft allowing better access to beaches. Sedan hardtop which is often unused can be reached from the upper cockpit

Bearded Multihull Solutions CEO Mark Elkington is shown centre with Maritimo’s Tom Barry-Cotter to his right and Maritimo and The Yacht Sales Co’s specialist team for Southeast Asia and Hong Kong



# PRESTIGE STARS ON MULTIHULL DEBUT

*Designed by Camillo Garroni with Philippe Briand, the French builder's M48 is taller and slimmer than its powercat competitors, yet offers large, innovative outdoor areas, premium finish and detailing, and a breathtaking full-beam owner's suite.*

WORDS JOHN HIGGINSON PHOTOS PRESTIGE







*Roda furniture is used in outdoor areas including the cockpit, where the central seat in the aft sofa can be removed and the starboard table is foldable*

Starting with the Prestige 41 designed by Vittorio Garroni and launched in 1989, Genoa-based Garroni Design has designed all the French builder's models over more than three decades. Today, Prestige is a world leader in 40-60ft motor yachts, due to the popularity of its F-Line of flybridge motor yachts (420, 460, 520, 590, 690) and S-Line of sporty coupes (420S, 460S, 520S).

Renowned for its elegantly designed monohulls with smart layouts and refined finishes, Prestige has shaken up its image and product offerings in recent years, first with the radical X-Line. Introduced in 2020, the trawler-inspired X70 features a reverse-raked windshield, extra-long cockpit and wide-body saloon benefiting from no side decks. The asymmetrical X60 followed.

However, the brand went a step further last year when it debuted the M48 power catamaran, the first model in its new M-Line. It was only logical, according to Brand Director Erwin Bamps.

"Over the years, we've seen a trend of people wanting more space outdoors and indoors, more light, more storage, more comfort overall, so it was a natural progression to end up with the multihull concept," he says.

#### PRESTIGE DNA

Although sailing and power catamarans continue to grow in popularity, Prestige was the first of Europe's leading flybridge [monohull] motor yacht builders to move into the twin-hull sector. From the outside, it appeared like another radical leap, but internally it was simply the next step in the brand's "horizontal diversification" of its offerings for clients.

While many powercat builders moved into the market from sailing catamaran backgrounds, Prestige had over 30 years of monohull history before moving into multihulls. To ensure the new series maintained the brand's DNA, Garroni Design – now headed by Vittorio's son Camillo – was entrusted with the exterior styling and layouts of the M48, despite little history in designing catamarans.

"Garroni Design understands the DNA of the brand and where we want to go with styling and features," Bamps says. "Camillo understands our clients and what they like, which was more important than whether the studio had experience of designing powercats or not."



*Guests can step from the cockpit to the raised hydraulic platform, which is ideal for jumping off (left) or relaxing on (right)*



*The flybridge (left) includes companion seating and a three-sided sofa around the table, with weighted backrests on the aft sunpads; the foredeck (right) has an aft-facing sofa*

The legendary Philippe Briand was brought in to handle naval architecture, having worked on many designs with fellow Groupe Beneteau brand Jeanneau. Yet despite close relationships with sister companies Lagoon and Excess, Prestige started with a blank sheet of paper, as it sought to design a completely new multihull design from the ground up – or from inside to out.

With the challenge of maintaining sleek motor yacht-style lines while offering large volumes inside, particularly in the cabins, Prestige worked with the design studios to create a yacht that's taller and notably thinner than most similar-length powercats.

#### RIISING TO THE CHALLENGE

By raising the living areas, the M48 includes a full-beam owner's suite and two midships guest cabins that meet in the centreline. Together, the guest cabins span the width of the boat due to a full-beam lower deck, a pioneering layout on a 48ft catamaran that Prestige says offers the living space of a 60ft monohull.

Rosalie Le Gall, Product Manager at Prestige, says: "Having two hulls offers amazing opportunities for space on board, but we had the opportunity to reinvent the codes of catamarans with new dimensions to optimise the space. The M48 was basically designed from inside to out, to optimise the space for the cabins, and the designers led the development of the overall architecture."

With a beam of 6m (19ft 8in), the M48 is over 2ft wider than the brand's flagship X70. However, it's significantly slimmer than even shorter powercats by Aquila, Leopard, Fountaine Pajot and Bali, which have models ranging in length from 13.1m to 14.1m and boasting beams from 6.6m to 7.3m.

Garroni and Briand have managed to create a twin-hulled motor yacht that tastefully expands Prestige's flybridge offerings, with a profile that's only notably different to F-Line models because of its almost vertical bows and a hard top like the X60's.

"People appreciate the lines and look of the M48, which fits with motor yachts," Le Gall says. "They appreciate the motor yacht look; it's very Prestige. People notice this when they first see the boat and then there's the wow effect when they get on board – the space, the width and the way it has been laid out."

#### FUN IN THE SUN

The cockpit and the beach club are among the M48's standout zones. Featuring diagonal sides, the hydraulic platform dovetails with the transoms to create a full-width beach club just above the water, providing easy access to the central garage for water toys like Seabobs and paddleboards.

Able to carry a tender or jetski, the platform can be lowered into the water for deployment and retrieval, or even as a fun base for

*As well as a fun high-low platform for guests, the hydraulic platform can carry a tender and allow access to the toy garage (inset)*







*Finished in walnut, the M48 interior was designed with Italian Valentina Militerno De Romedis, who started collaborating with Prestige on the X-Line*

bathers to splash around from. However, the platform's prime position is arguably when it's fully raised, with guests able to step down to it from the cockpit and use it like an aft balcony or even a diving platform.

This access is enabled when the middle seat in the modular Roda furniture is moved out and the starboard table is folded, leaving two L-shaped benches on either side of a central passage to the platform. Otherwise, when the sofa is filled in and the tables extended and joined, there's space for six to eight guests to dine alfresco.

Like the X-Line models, the M48 has a particularly long cockpit. By the saloon doors, there's a fitted L-shaped sofa to starboard and a corner seat to port, allowing for guests to sit on all four sides of the spacious cockpit. As on the X-Line models, Roda outdoor sofas are used in the cockpit and flybridge.

On the M48, there's also a C-shaped Roda sofa fronting the foredeck, where it faces aft to a row of sunpads, two almost full length and a shorter one in the middle.

The back of a sofa at the front of a boat may not benefit the exterior design, but this additional furniture hugely increases the amount of people who can socialise up front, while visually it somewhat mirrors the cockpit's aft sofa and guard rails. On either

side of the bow sofa are port and starboard deck hatches to the crew cabin and bathroom respectively.

The other major outdoor area is the excellent flybridge, which is reached from the cockpit by a portside staircase with refreshingly wide, long steps, so making it a pleasure, not a worry, to get up and down. The stairs – which can be covered by a hatch in case of rain – lead up to the wet bar, which has a Kenyon grill, sink with a fold-down tap, fridge and storage.

Forward is the M48's primary driving station, which has a bench seat and includes a joystick for close-quarters control of the two 320hp Volvo Penta D4 engines. The skipper enjoys excellent visibility, with the hard top propped up on both sides by curved carbon poles, like those used in the aft cockpit to support the overhang.

The starboard side of the flybridge features a clever arrangement of modular Roda furniture, starting with a forward-facing sofa by the helm that makes for excellent companion seating. Aft is a three-sided seating arrangement around a large table, with the weighted backrests set aft creating a further sofa in the stern. The weighted backrests can be moved to instead create a full-length double sunpad.



*Both the port guest cabin (left) and starboard VIP (right) have window-facing beds that can manually slide together to form a double*

### INDOOR SURPRISES

Designed with Italian Valentina Militerno De Romedis and featuring a Walnut finish as standard, the main-deck interior of the M48 is revealed by a sliding door and a flip-up starboard window aft of the galley. On the port side of the galley are two slim cabinets with fluted panelling, with the longer one forward containing the high-low TV and the smaller one aft neatly containing cutlery and glassware.

Forward is the sink, while by the window to starboard is a cooking area with a three-zone Siemens induction cooktop, a Whirlpool microwave grill, overhead storage and a large fridge-freezer with twist handles to secure the doors.

The lounge is to port and features a long C-shaped sofa around an attractive dining table, both a tribute to the builder's in-house production team responsible for all the interior furniture, joinery and fixtures.

Opposite, just forward of the galley, are a couple of steps up to a sliding 'door' to the side deck, although as it's only about 3ft high, it's more suitable for small children, flexible grown-ups or emergency situations. Also on starboard side is a simplified driving station, suitable for use in inclement weather, yet the lower helm is only an option and can be replaced by more storage.

### CABINS SUPREME

Forward and four steps down is the master suite, which provides a 'wow' factor and has been described as the M48's masterpiece. An aft-facing double bed with a slatted headboard and huge bedside tables is the centrepiece of this beautifully finished bedroom, which spans the entire 6m beam. The desk and drawers to starboard and the sofa to port are all on the same level.

Looking aft reveals hanging cupboards either side of the bedroom door, with the starboard one fronted by a Samsung TV. At the starboard end of the room, two steps lead down to the toilet and sink, while the shower room with sink is on the port side, with both parts of the split 'bathroom' boasting enormous headroom.

Natural light floods in through long and small hull windows on both sides, high forward windows facing the foredeck, and two deck hatches in the ceiling, while the use of mirrors amplifies the sense of



*The owner's bed faces aft to two large cupboards and bathroom facilities on both sides*

space and light. The full-beam owner's suite is a selling point of the M48, but two symmetrical forward cabins take its place in the four-cabin option.

Meanwhile, each of the midships cabins has private access. The steps to the en-suite VIP are just behind the captain's chair, while the stairs to the port cabin are aft of the sofa. Separated only by a centreline bulkhead, both rooms have a very similar layout, with each featuring raised, window-facing beds that can be manually arranged as two singles or a double.

Each cabin has impressive headroom in the walking area beside the 6ft-long hull window, which provides excellent natural light and great views. The starboard cabin enjoys VIP status due to having an en-suite bathroom aft, while the bathroom for the port cabin is on the aft side of the stairway, so doubles as the day head.

### M-LINE AROUND THE WORLD

A catamaran offers more space due to its wider platform, but also offers two other major benefits: stability and fuel economy. Le Gall says the M48 delivers on both aspects.



*The full-beam owner's suite has a sofa to port, a desk and drawers to starboard, plus windows to the sides, forward and above*





The bench-seat helm on the flybridge is the primary driving station

“It’s very stable, naturally because it’s balanced on two hulls but also because of the design. Furthermore, we have a duty, especially with motor yachts, to address the sustainability issue and building catamarans is a key step, as they’re much more efficient due to the twin-hull design,” she says.

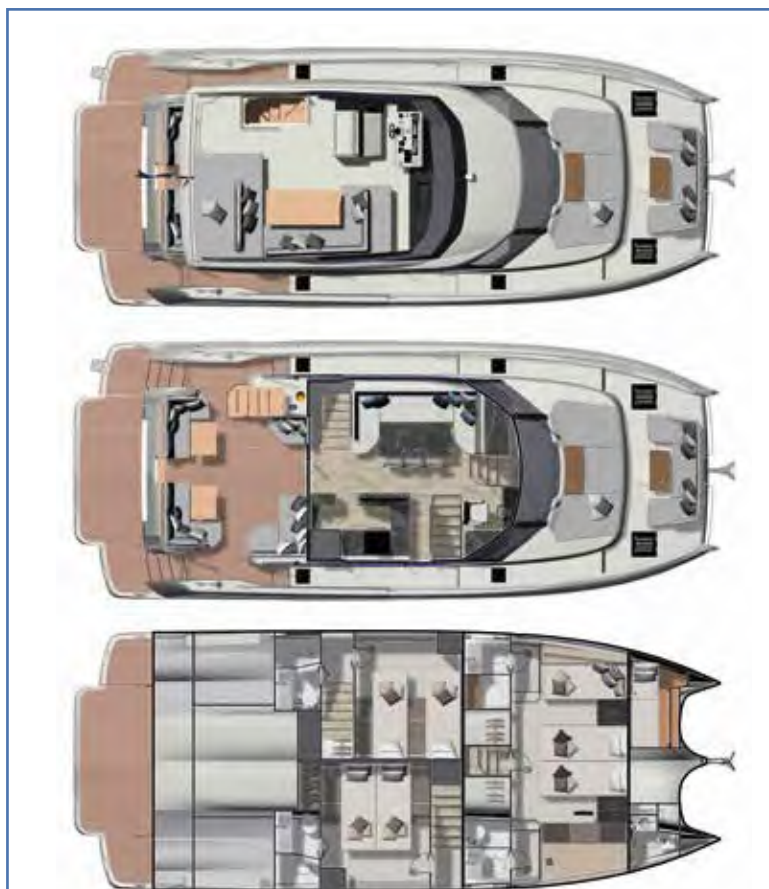
“The M48 has the living space of a 60ft monohull, but uses the fuel of a 40ft monohull, so almost half. When we tell clients it consumes 80 litres an hour at 15 knots, some think we’re talking per engine, but that’s the total. Then they clearly understand the benefits.”

Prestige debuted the model to much acclaim at last year’s Cannes Yachting Festival and this year showed it at Boot Dusseldorf before it made US debut at the Miami International Boat Show.

The builder says the first M48 in Asia could arrive in Hong Kong through Asia Yachting by the end of this year, while other units have been scheduled to appear at next year’s Japan International Boat Show and Sanctuary Cove International Boat Show in Australia.

“The reaction to the M48 has been extremely positive and for many people the boat even exceeds their expectations, which is nice to hear,” Le Gall says. “All catamarans offer wide platforms, but there’s no other of this length that offers so much space on every level, while the owner’s suite and guest cabins are unique, completely new to the market.”

[www.prestige-yachts.com](http://www.prestige-yachts.com)  
[www.asiayachting.net](http://www.asiayachting.net)



Note: Three-cabin layout shown; four-cabin layout features two cabins forward

## DECKS & SPECS

**Length overall** 14.79m  
 (48ft 6in)  
**Maximum beam** 6.00m  
 (19ft 8in)  
**Draft** 1.08m (3ft 6in)  
**Fuel capacity** 1,200 litres  
 (317 US gallons)

**Water capacity** 600 litres  
 (159 US gallons)  
**Accommodation** 6-8 + 1 crew  
**Engines** 2 x 320hp Volvo  
 Penta D4 V-Drive  
**CE category** B-12 / C-14 / D-16





# LEOPARD'S NEW CUB

*Following Leopard's 53 and 46 Powercat models, the sharp-lined, three-cabin 40PC completes the brand's new family of power catamarans by Simonis Voogd Design.*

WORDS VALENCIA TONG PHOTOS LEOPARD







*Alexander Simonis of Simonis Voogd Design has created a notably sharp exterior for the Leopard 40 Powercat, encasing a voluminous interior*

**O**n a breezy day at this year's Palm Beach International Boat Show in March, Leopard's booth was packed with chic, pastel-clad visitors eager to tour the yachts on display.

As the newest of the brand's three power catamarans, the Leopard 40 Powercat was again in the spotlight. The model had its world premiere at the Miami International Boat Show the previous month, while hull two was allocated for the model's European debut at the International Multihull Show on France's south coast in April.

At the Palm Beach show, the 40-footer attracted families and couples, who took turns to explore the features of the exciting new catamaran designed to make exciting travel dreams come true.

A family in pale pink, floral outfits hopped onto the yacht to inspect the airy, light-filled saloon. With a myriad storage spaces tucked neatly in multiple locations, within the cosy cabins and underneath the captain's seat, the model ensures those on board travel in style and comfort.

#### **MORE THAN JUST A CAT**

Designed by Alexander Simonis of Simonis Voogd Design, the 40PC is surprisingly roomy, notable for an almost 22ft beam and a

spacious flybridge that Leopard describes as "the largest ever seen on a 40ft vessel".

However, each of its social areas – aft cockpit, flybridge, saloon, foredeck – essentially offers an intimate setting for a group of six, in comparison to the 46PC and flagship 53PC models in the powercat series, which both cater to larger groups of eight or so.

Like its big sisters, the 40PC features sharp lines and a modern design, where excellent features include making the engine rooms easily accessible.

From a distance, the cat looks ready to deliver a sleek, efficient and high-performance experience, and it delivers on expectations. Equipped with twin 250hp engines as standard, it offers the option to upgrade to 320hp or 370hp engines, which enable the powercat to reach over 20 knots and cruise at about 17 knots.

To get aboard, guests can use either of the symmetrical staircases on both sides of the aft platform, flanked by two shore powerlines. The cockpit has a fixed, forward-facing sofa and a table, with foldable director's chairs offering extra seating.

Side decks offer access around the boat, with grabrails on both sides of the superstructure increasing guest safety along with the



*A forward saloon door leads to the foredeck (left), which offers lots of sunbathing space; the large flybridge (right) has a C-shaped sofa facing a wet bar and bench seat*

wraparound double railings. The foredeck can also be reached via the forward saloon door, a special feature of Leopard models since 2010.

The bow area is centrally fitted with sunpads, including a single to starboard and a double to port, both with fitted headrests. The sunbathing area extends to the bow, where at least two people can lie horizontally.

In a clever piece of design, there's ample space underneath the soft sunpads for storage. This is ideal for modern travellers who would like to entertain guests while keeping the appearance of the yacht minimal, sophisticated and tidy.

Arguably the best outdoor area is the flybridge, which is accessed from the cockpit by port-side stairs. The steps lead up to the forward end of the flybridge, where the upper helm is to starboard and has a double bench seat with a moveable backrest. The helm features a control panel fitted with Raymarine and Yanmar displays, while there's a low-set windscreen in front and on both sides of the flybridge.

To starboard is the main social area, a C-shaped sofa with a table, which is available in teak or fibreglass and is fitted with multiple cup holders, allowing guests to safely stow cold drinks on a hot day.

To port is a wet bar and a double sofa forward, allowing for four sides of seating, ideal for conversation and cocktails. There's also a large, clear area aft that can be used how the owner sees fit. Overall, the flybridge provides a comfortable environment for relaxing and enjoying the sea breeze, offering 360-degree visibility to make it the yacht's prime location for panoramic views.

Another key feature is the model's emphasis on safety, and the red label with the word 'Fire' is present on many storage space surfaces to indicate where safety equipment is located. Moreover, some surfaces on the foredeck are hollow to allow the swift drainage of water if a wave or spray lands on the bow.

#### **STYLISH INTERIOR**

The saloon can be accessed from the aft cockpit by a sliding door or from the foredeck through a forward door. Starting aft, the saloon includes full-height refrigeration to starboard and an L-shaped galley to port, where equipment includes a stove, oven, sink, dishwasher, dish-drying rack and lots of storage.

When necessary, the dish-drying rack area can be converted to



*The aft cockpit features a long sofa and a table offering alfresco dining, while foldable director's chairs can increase the seating*



*The Leopard 40PC can be fitted with twin 250hp, 320hp or 370hp engines, with the latter powering hull one to 23 knots in sea trials in South Africa*





The interior starts with an L-shaped galley to port and refrigeration to starboard, while forward is the lounge, lower helm and foredeck door

make a double sink. Nearby is a hidden counter that can be extended, with electrical sockets ideal for plugging in a coffee machine. The cream-coloured countertop is refined and sophisticated.

When preparing food or drinks, the galley provides a spacious area for entertaining guests. The designers thoughtfully ensured easy access to the power controls near the galley, so people can keep an eye on the indicators while in the area.

The forward lounging area includes an L-shaped sofa to port plus a facing chair to the starboard, aft of the lower helm, which has an adjustable backrest. Finished in elegant grey and cream tones, the interior features many large windows, providing a panoramic view of the ocean from the saloon and accentuating the airy feeling of the light-filled space.

The angle of the TV screen, mounted on an extension arm fixed to the bulkhead, can be adjusted for those seated at the L-shaped sofa or

facing chair. The soft carpet and the comfortable fabric of the pillows create a relaxed atmosphere and a nice hub for conversation.

To starboard, the helm seat is equipped with storage space underneath. Moreover, the Raymarine screens, joystick and monitoring system ensure the skipper is aware of everything that's going on. The control panel allows the skipper to monitor data including tank levels, speed and much more.

Starboard stairs lead to the full-length master stateroom, which starts aft with a forward-facing double bed. The cabin also has a central desk below a large, adjustable TV, while forward is a full-height cupboard, drawers on both sides and more storage before an en-suite bathroom with a large shower in the forepeak.

The stairs on the port side descend to the two guest cabins, which each have an island bed and a full-length mirror, and share a bathroom. In all the cabins, the soft, warm glow from the dimmable



The aft and forward guest cabins in the port hull each have a double bed and windows, and share a central bathroom

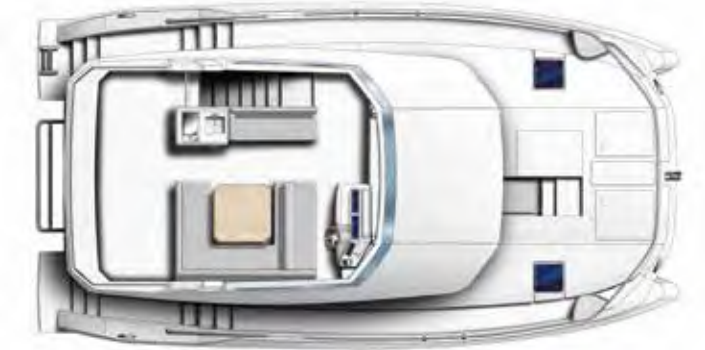


The lounge has an L-shaped sofa facing a single chair, aft of the helm

lights along the edges of the ceilings provides a cosy feeling, while there are blinds on the windows. Each cabin is also equipped with fire-safety equipment.

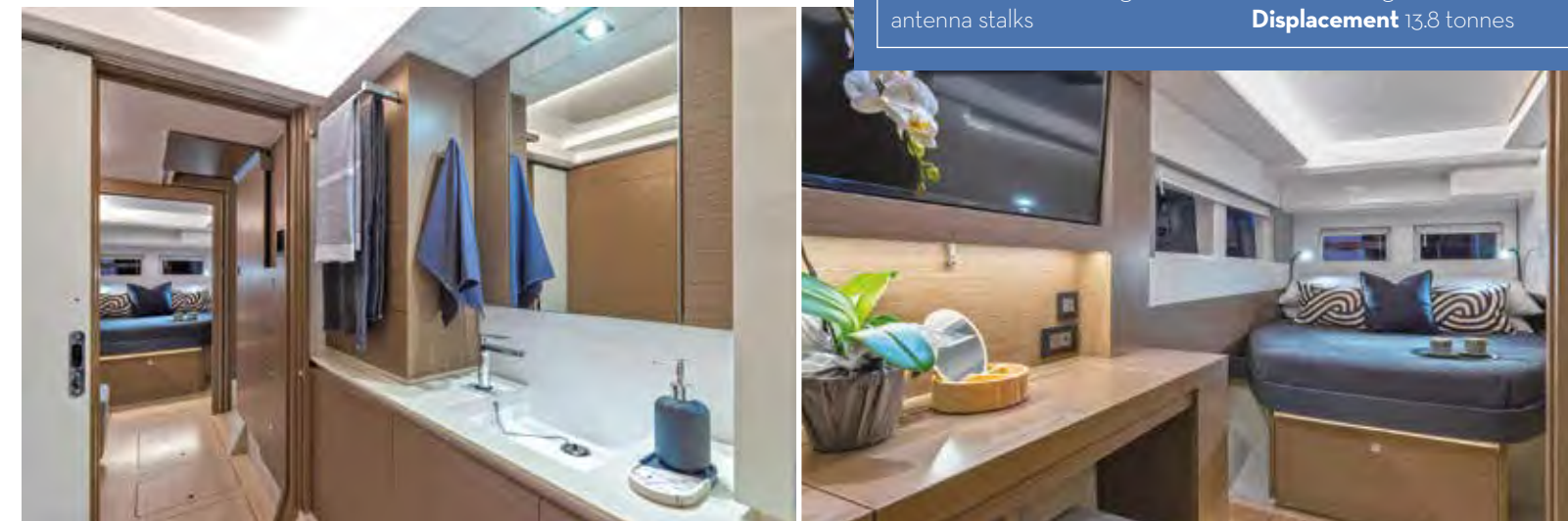
All Leopard models, including charter-specified versions branded for The Moorings and Sunsail, are built in Cape Town by Robertson & Caine, one of South Africa's leading yacht builders. Like its sister models, the 40PC is available for charter and private owners under a management programme through The Moorings, while also offering the most affordable entry into Leopard's renowned powercat family. ⚓

[www.leopardcatamarans.com](http://www.leopardcatamarans.com)



## DECKS & SPECS

<b>Length overall</b> 12.19m (40ft 0in)	<b>Engine options</b> 2 x 250hp/320hp/370hp
<b>Length waterline</b> 12.07m (39ft 7in)	<b>Fuel capacity</b> 1,400 litres (370 US gallons)
<b>Maximum beam</b> 6.61m (21ft 8in)	<b>Water capacity</b> 640 litres (170 US gallons)
<b>Draft</b> 1.1m (3ft 7in)	<b>Load-carrying capacity</b> 4,368kg (28,819 lbs)
<b>Bridgedeck clearance</b> 0.7m (2ft 4in)	<b>Holding tank capacity</b> 160 litres (42 gallons)
<b>Max. height above waterline</b> 5.61m (18ft 5in) excluding antenna stalks	<b>Displacement</b> 13.8 tonnes



The master cabin has an aft bed facing a desk underneath an adjustable TV, while forward is lots of storage and the en-suite bathroom





# FOUNTAINÉ PAJOT'S STYLISH, SEXY SEDAN

*The French multihull builder has maintained a long commitment to powercats, but shook up the market with its sedan-style MY4.S, the new 36ft entry model for its four-model motor yacht range.*

WORDS EMMANUEL VAN DETH PHOTOS FOUNTAINE PAJOT







Below 1,400rpm, the range of the Daniel Andrieu-designed MY4.S is over 1,000nm, allowing for a wide range of cruising possibilities

Fountaine Pajot's introduction of the MY4.S coincided with the rebranding of its Motor Yachts range, with MY5 and MY6 becoming the new names for the MY40 and MY44 respectively.

The idea was to give 'monohull equivalent' references in terms of surface area and volume, with the MY5 corresponding to a 50ft motorboat and the MY6 to a small 60ft motor yacht.

It's also worth emphasising all three MY models are produced from motor-specific designs and moulds, not using sailing catamaran hulls as a base (although the Power 67 was developed from the Alegria 67).

As for the 36ft MY4.S, it's comparable to 40ft monohulls. And the S stands for sedan or 'sportop', as Fountaine Pajot describes it. The La Rochelle builder has opted for a racy design by sacrificing the flybridge, an option offered on the MY37 it succeeds while sharing its hulls.

The manufacturer has done well. Daniel Andrieu's design already

offered excellent seakeeping qualities, with hulls characterised by particularly fine-entry bows and a chine so marked that it forms a deep recess on the bows. However, above the chine, everything is new.

And what stands out is the finesse of the coachroof. Without the flybridge, the 4.S becomes a very elegant sedan, capable of holding its own among the gleaming single-hulled weekenders.

#### POWER AND RANGE

Fountaine Pajot offers twin 150hp or 250hp Yanmar engines, the latter featuring on our test model. The MY37 was equipped with two 150hp Volvo engines as standard and 220hp versions as an option, and the extra 60hp on the MY4.S increases the top speed from 20 to 23 knots.

The helm, without being hard, responds well and the trajectory is



The optional hydraulic platform (left) provides fun at sea; the solid foredeck (right) incorporates a large sunbathing area



Designed by Pierangelo Andreani, the well-lit, well-finished interior includes an almost 9ft-long galley countertop with a TV

always precise. We find the same excellent behaviour as aboard the MY37: perfectly flat turns, smooth passage in short chop, absence of spray – it's literally broken by the chine – and hulls optimised for cruising between 9-15 knots in open water. The best illustration of the efficiency at these speeds is that the range is greater when motoring at 13 knots than at 11!

Due to the low-consumption engines, efficient hulls and fuel tanks totalling 1,200 litres, the range of the MY4.S is 1,600nm at five knots and even more than 1,000nm at six knots. The MY4.S lends itself to a programme of weekend boating, as well as semi-high-speed cruising, although the range is about 400nm at 18 knots or 265nm at full speed.

Strangely enough, it's during low-speed sailing that the underside of the nacelle or the flat face of the chines are likely to slam a little. When manoeuvring in port, you can play with the twin engines to pivot at will, although a bow thruster is an option. Housed in large compartments at the stern, the engines are easy to access, while camera surveillance of the engine rooms is also an option.

#### CLEAN DECK PLAN

The increasing willingness of boat builders to install flybridges on all their boats has almost made us forget the charm and features of a sedan. In addition to a much more elegant silhouette, this configuration benefits from better weight distribution and frees up the cockpit or side decks from one or two stairways.

The cockpit is equipped with a large bench seat spanning 8ft 6in (2.6m) that can be converted into a sunbathing area. Optional extras include a fixed or hydraulic platform, a galley and an outdoor table.

The side decks are 1ft 5in (43cm) wide at the cockpit end and relatively narrow compared to those of sailing multihulls. Yet this is not surprising when you consider the beam of the MY4.S is 16ft 9in (5.1m), which is 4ft 10in (1.5m) thinner than a similar-length sailing cat, for example.

Moving around on board is made safe by a stainless-steel rail and the small handrail near the cockpit deserves to be complemented by optional handholds on the coachroof. The solid foredeck offers large sunbathing areas. Ground tackle and other lockers are ready to use.



With no flybridge, the MY4.S becomes a very elegant sedan, while the cockpit bimini neatly extends the coachroof lines





The opening sunroof is an appealing option, while the fold-out dining table in the saloon is also among extras

#### FINE FINISH, OPEN TOP

The aft bay window forms a nice, wide opening. In the interior by Pierangelo Andreani, the saloon has a similar layout to the MY37, with the galley on port side, dining area to starboard, and helm station forward. However, the overall finish seems much more flattering, in keeping with the builder's increasingly sophisticated interiors.

The builder has set the bar very high, always with the aim of being a credible competitor to the single-hulled weekenders, which are generally quite luxuriously finished. The headroom in the saloon is very comfortable, at 6ft 9in (2.07m). The galley countertop is a useful size, at 8ft 10in (2.71m) in length, and there's a double sink, two-ring burner, refrigerator and numerous storage spaces.

The dining area is a bit more modest and features a kind of L-shaped sofa and a table measuring 2ft 4in by 2ft (70cm x 60cm), with the option of a foldout version. You can share a meal with five people, but not really any more, without using stools that would inevitably interfere with circulation.

Up front, the helm station and companion seating occupy a central

space under the windscreen. You can stand or sit at the twin helm seat, which can be raised a few inches for the shorter to medium-sized skipper. As for the windshield wiper, it's too short to sweep the bottom of the window. From the control helm to port of the centreline, you have an excellent view of the water, except for two small blind spots aft.

Natural light simply floods in: first of all, because the windows are an imposing size, up to almost 3ft high and quite clear. As for the coachroof uprights, they're slender. Above your head is a car-like sunroof, but an extra-large version.

The control for this is a bit lazy, but you can sail as if with the top down or almost. The sunroof and electric awning add more than €24,000 (before tax) and an owner could pay almost €200,000 in options and a 'Pack' (Exclusive, Gold or Platinum) for a well specced model.

#### MAESTRO OR QUATUOR

On the Maestro version, the port hull is dedicated to the owner. There is a large semi-island bed with a width of 5ft 3in (1.6m), plenty of storage, an incredible sea view, two ventilation openings and a



In the starboard hull, the aft guest cabin (left) offers a wide semi-island bed; on the Maestro version, the entire port hull is dedicated to the owner's suite (right)



The 8ft 6in-wide cockpit sofa can be converted into a sunbathing area

beautiful bathroom in the bow. Headroom is 6ft 3in (1.91 m), with the floor set four steps or 3ft 5in (1.03m) below the saloon.

The starboard hull houses two cabins and a shared central bathroom. The aft berth is as generous as that in the port hull, although the forward berth is a little less inviting, measuring 4ft 11in (1.50 m) wide at the pillow end as you walk in, and just 2ft 4in (0.70 cm) at the forward end. This twin-cabin, one-head set-up is mirrored in the port side in the four-cabin Quatuor version.

Aft, the sound volume remains contained, even with the motors at higher rpm, although a few squeaks can sometimes be heard. Each cabin has two opening windows to ensure effective ventilation.

Even more convincing to former sailors, Fountaine Pajot's challenge with its MY range is to shake up the supremacy of monohulls. By opting for a range – and model names – that highlight the surface area and volume provided by a catamaran, and now by offering a very elegant Sedan version, the manufacturer is widening its appeal.

And we can't blame the builder for sharing the hulls of the former MY37. Firstly, because the design is proven, and secondly, because the previous model sold 72 units, which bodes well for the MY4.S. ⚓

[www.fountaine-pajot.com](http://www.fountaine-pajot.com)



Note: Maestro version shown; Quatuor version has four cabins

## DECKS & SPECS

<b>Length overall</b> 11.0m (36ft 1in)	<b>Water tank</b> 350 litres (92 US gallons)
<b>Maximum beam</b> 5.1m (16ft 9in)	<b>Engine options</b> 2 x 150hp Yanmar 11kW;
<b>Draft</b> 0.8m (2ft 7in)	2 x 250hp Yanmar 186kW
<b>Air draft</b> 3.78m (12ft 5in)	<b>Range</b> Up to 1,000nm at 6 knots
<b>Light displacement</b> 9.5 tonnes	<b>Cabins</b> 3-4 for 6-8 guests
<b>Fuel capacity</b> 1,200 litres (316 US gallons)	<b>Bathrooms</b> 2



The cockpit backrests can fold down to offer an aft-facing resting area that combines well with the swim platform