

POWERCAT PLAYERS MULTIPLYING

Yacht Style's annual multihull special previously combined sailing and power models of all sizes, but due to the fast-rising popularity of powercats and huge number of brands joining the sector, the 'motor' side now has its own edition.

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SpaceCat, the first SilverCat 36M

Rossinavi made global news earlier in the year for the preview of its five-strong selection of Nolimits brand of aluminium superyachts from 30-45m, which are represented exclusively by Camper & Nicholson's. In May, it caused more waves when the family-owned Italian shipyard launched the 43m *Seawolf X*, formerly known as Sea Cat, one of the most anticipated powercats of recent years.

Designed by Fulvio de Simoni with interiors by US-based Meyer Davis, the sub-500GT hybrid powercat has an LOA of 140ft and a 45ft beam, with accommodation for 10-12 guests and up to seven crew. Along with Rossinavi's 'Zero Noise Technology', *Seawolf X* features extensive solar panels and can be operated in three modes: Full-Electric, Diesel-Electric and Hibernation for when the catamaran is self-sufficient.

The shipyard hopes *Seawolf X* will appear at the 2024 edition of the Monaco Yacht Show (September 25-28), an event that last year showed just how much of an impact twin-hulled yachts are making, even in the superyacht sector. An MYS-record five catamarans were among the 117 yachts in Port Hercules including Bluegame's BGM75 and Sunreef's 80 Eco and 80 Power Eco.

Even more notably, there were two one-off custom builds from The Italian Sea Group: the 46.5m *ArtExplorer* sailing cat by Perini Navi and *This Is It*, Tecnomar's radical 43.5m powercat, whose 100nm

delivery from the Carrara shipyard to Monaco had to double as its first sea trial.

Offering a whopping 780GT and almost 6,500sqft of glass windows, *This Is It* is among the world's largest charter catamarans and is available in the Mediterranean from this summer through IYC, the fast-rising brokerage house that also sold the yacht to its owner.

Custom multihull superyachts have a weird and wonderful history, and include several with Asia-Pacific connections. Delivered to Southeast Asia two decades ago, the radical 88m *Asean Lady* built in northern China is based on a proa design, with an 'outrigger' to starboard. In 2012, McConaghy in Zhuhai launched the 43m trimaran *Adastra* for a Hong Kong-based owner.

In more recent years, Australia's Echo Yachts (*read more in follow-on article*) has built the 84m aluminium trimaran *White Rabbit* (2018) and the 56m powercat *Charley 2* (2023) for Singapore owners.

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, having begun construction in Vietnam and been designed by Studio F.A. Porsche.

In Europe, ShadowCat, only established in 2018, launched the 66m *Hodor* and 68m *Wayfinder* support yachts in 2019 and 2021 respectively, both built by Spanish shipyard Astilleros Armón and designed by Australian studio Incat Crowther.



First WiderCat 92: Marcello Maggi (right), Wider's owner



SUPER CATS

In Thailand, *SpaceCat* is currently for charter with Northrop & Johnson and is the first hull of the SilverCat 36M series designed by Espen Øino and built by SilverYachts at its China facility in Jiangmen, although the third hull is in build at the shipyard's Western Australia facility.

The four-cabin *SpaceCat*, which arrived in Phuket in 2022, has an overall length of 118ft and a beam of 44ft (13.3m), which provides a platform for 478GT of volume, while attractions include a 5.5m-long pool on the aft deck, lots of water toys and up to eight crew. Meanwhile, SilverYachts is working on SilverCat 24M and 22M models, the latter featuring interiors by Tillberg Design of Sweden.

Heysea made a huge splash in the powercat world in 2020 when it released its Vista 43M, now based between Hong Kong and Macau. The 43m powercat has a beam of 12m and a draft of 2.3m, while twin 715hp Caterpillar engines and 60,000 litres of fuel give it a range of 4,000nm

This May, the Chinese shipyard staged the world premiere of its V75 at the Sanctuary Cove International Boat Show, after the owners were on board the yacht as it made its way to Australia from Hong Kong via Raja Ampat for some diving and fishing. Heysea is delivering a second hull of the V75 this year and has a V56 design on the board.

Also in China, Granocean is finalising the 32m *Azure III*, its largest powercat to date, having launched a 24m build in 2015. Built at the shipyard's Zhongshan facility, the yacht has a 12m beam, an enclosed flybridge and a spectacular, curvaceous pool on the foredeck between the hulls.

Granocean also offers an X-24 with helipad capability and is set to complete a carbon version this summer, while other upcoming launches include a 42ft carbon cat that will be the tender for the Singapore-based *Charley 2*, joining the *White Rabbit* owner's fleet.

The shipyard also produces the W-60 and W-72, both featuring



Heysea V75



Heysea Vista 43M



This Is It, 43.5m Tecnomar (also right)



CGIs of Granocean 32m Azure III (also right)





interior design by Dutch studio Vripack, with all W and X models featuring naval architecture by Howard Apollonio and structural engineering by Gurit.

In Italy, Wider started the year by launching the first hull of the WiderCat 92, a model set to appear at the Venice Boat Show (May 29-June 2) and the Cannes Yachting Festival (September 10-15). Designed by Luca Dini Design in partnership with Wider Centro Stile, the WiderCat 92 started with four hulls on order, with the second expected in 2025.

Hull one features a main-deck master suite with private foredeck lounge, two VIP cabins and a twin guest cabin on the lower deck, plus an upper deck with skylounge, helm station and forward cockpit. The tender garage door transforms into an expansive swim platform, while fold-down bulwarks widen the beach club, offer access to the VIP cabins, and conceal storage compartments for water toys.

Wider’s advanced serial hybrid propulsion system includes twin electric motors delivering 500kW each to the thrusters, two 349kW variable-speed generators for electrical energy production, n°30 LiFePO4 (Lithium-Iron Phosphate) batteries and a state-of-the-art battery-management system.

Generators operate at low power consumption, allowing cruising in ZEM (Zero Emission Mode) with a 27nm range at six knots in silence or a 14-hour autonomy on battery power at anchor. Additionally, 150sqm of solar panels ensure self-sufficiency at anchor, with any excess energy stored in the batteries for nighttime use.

SUNREEF EXPANDING

Sailing catamarans initially popularised the twin-hull platform before many of the world’s leading cat builders also started producing power catamarans, some initially sharing the same hulls.

Founded in Poland in 2002 and now with over 2,500 employees, Sunreef is a world leader in the large segment of both sailing and power catamarans, starting with the 74ft *Che* in 2003 and its first powercat, the 70ft *Jambo*, in 2008. It now builds powercats from 44ft upwards and sailing catamarans up to 143ft, but has the capacity to build even larger models, with several designs developed for interested clients.

This summer, the Polish shipyard is scheduled to launch hull two of the 100 Sunreef Power, its largest completed model to date. The spectacular hull one – blue hull, orange exterior upholstery – graced the cover of *Yacht Style*’s Multihull Issue in 2022.

Last year, Sunreef’s premieres at Cannes featured the 70 Power, which completed the brand’s ‘New Beginnings’ range that began in 2018 and includes the 60 Power, 80 Power, and the 50, 60, 70 and 80 sailing cats. Although still in huge demand, those models are now sometimes tagged as ‘classic’ to distinguish them from the Eco solar-electric versions, which currently attract a similar amount of orders.

Already, Sunreef has launched the 60 Eco, 70 Eco and 80 Eco sailing cats, and last year used two hulls of the 80 Power Eco, *Athena Too* and *Sol*, for the powercat’s world and US premieres at the Cannes and Fort Lauderdale shows respectively. This year, the 60 Sunreef Power Eco will have its world premiere at Cannes.



While Sunreef’s two shipyards in Gdansk in northern Poland try to keep up with demand for these and other models including multiple units of the 100 Eco and 43M Eco sailing cats, the company has also embarked on a new venture in the UAE.

Opened last year, Sunreef’s fast-growing Ras Al Khaimah shipyard features hundreds of workers of more than two-dozen nationalities, and is initially focused on producing the new Ultima series of powercats, which are slimmer and faster than their ‘classic’ counterparts.

Sunreef – whose dealers in Asia include NextWave in Hong Kong and Hong Seh Marine in Singapore – says it has taken close to 40 orders for Ultima models, which now comprise the 44, 55, 66, 77 and 88, a remarkable achievement for a series only announced in the latter half of last year.

The 55 Ultima is the first model in production, with plans for a potential premiere this year at Cannes in September or the Abu Dhabi International Boat Show (November 21-24). Surprisingly, the shipyard said the 88 Ultima was the most popular model, followed by the 55 and 66, the latter even securing initial orders before it was designed.

INBOARD POWERHOUSES

Lagoon, now represented by Asiamarine in Hong Kong, Singapore and Thailand, is celebrating its 40th anniversary this year and is often regarded as the world’s most popular pleasure catamaran brand, having built over 7,000 units.

The French shipyard played a big part in popularising large powercats when it debuted the Lagoon Seventy 8 at Cannes in 2017

and added to its powercat portfolio in 2019 with the premiere of the Sixty 7, with both models present in Asia.

Founded in 1976, Fountaine Pajot has built nearly 5,000 catamarans and entered the motor yacht sector in 1998, making it one of the most experienced brands in the sector.

Headed in Asia by Kevin Corfa and represented by Asia Yachting in Hong Kong, Singapore, Thailand and Malaysia, the La Rochelle builder produces the MY4.S sedan (36ft), MY5 (42ft 4in) and MY6 (45ft 11in) flybridge motor yachts, as well as the flagship Power 67 (64ft 7in).

Japanese dealer Active Marine has sold a Power 67 that’s being heavily customised by the client in collaboration with Fountaine Pajot Service, with the yacht expected to be handed over in the fourth quarter of the year.

Leopard, overseen in Asia by Kit Chotithamaporn, is a world leader in inboard powercats, having produced them since 2002, five years since the brand evolved as the privately owned versions of charter-specific sailing cats built by Robertson and Caine in Cape Town, South Africa.

Earlier this year, Leopard announced the delivery of the 100th unit of the 53 Powercat, a model that had its world premiere at the 2020 Miami International Boat Show and succeeded the brand’s 51 Powercat, which sold 137 units.

Franck Bauguil, Leopard’s Vice-President of Yacht Ownership & Product Development, said: “We take pride in our ability to consistently deliver world-class power catamarans that offer





unparalleled performance, comfort and reliability, so we're thrilled to celebrate the delivery of our 100th Leopard 53 Powercat.

"This shows the recognition from the motor yacht market of the advantages of a catamaran – more space, more stability for a lot less fuel consumption. The Leopard 53 Powercat offers exceptional value, simplicity, ease of maintenance and awesome modern design, making it the number one choice in this category for customers around the world."

For over two decades, the company has been at the forefront of the powercat sector, developing nine models and delivering over 700 units under both the Leopard and The Moorings brands.

Leopard's current range of power catamarans – all featuring naval architecture by Simonis Voogd – includes the 46 Powercat, with 65 units delivered since 2022, and the 40 Powercat, with over 25 units delivered since debuting in 2023. All three powercats, along with the Leopard 42 and 50 sailing cats, were shown at the second Singapore Yachting Festival in late April.

Cape Town is also home to Two Oceans, which builds a wide range

of yachts including monohulls and multihulls, sail and power, private and commercial. Other brands who build both sailing and power multihulls include McConaghy, with facilities in Australia and China, and French shipyard Aventura, which entered the powercat sector with the 50 MY and is developing the 38 SC and 38 MY models. Young Polish shipyard Moon Yacht has produced both the 60 Sail and 60 Power catamarans.

POWERCAT SPECIALISTS

In the US, Twin Vee is currently celebrating its 30th anniversary, having launched over 7,000 powercats, and today produces outboard models from 24-40ft across its GFX Center Console, GFX Dual Console and SFX Center Console series.

However, Aquila has arguably been the key brand popularising powercats across the globe over the past decade or so. Founded in 2012, it has enjoyed almost exponential growth to become one of the world's biggest powercat companies, producing both outboard and inboard models at the impressive Sino Eagle facility in Hangzhou, China.



After launching its 100th unit in 2017, Aquila rapidly ramped up its production due to growing popularity in its core market of the US and a growing global focus, underlined by the appointment that year of Yvan Eymieu as International Sales and Distribution Manager.

Eymieu reveals that the brand produced 175 units last year across a portfolio that includes the Offshore (28 Molokai, 47 Molokai) and Sport (32, 36) outboard series, and the Yacht (42, 44, 50, 54) and Luxury (70) flybridge ranges with inboard propulsion.

To date, the brand's sales have been led by the 44 Yacht and 36 Sport, which have both sold over 200 units. The 32 Sport has sold over 90, while the 54 Yacht has sold over 80 units, with hull 70 having already left the shipyard.

With the conclusion of Simpson Marine's representation in multiple markets across Asia, Aquila's new representatives include Europa Yachts in the Philippines and Marine Italia in Hong Kong and Singapore, where the dealer showed a 32 Sport at this year's second Singapore Yachting Festival.

Aquila's newest models include the 42 Yacht and 47 Molokai, which last year debuted at February's Miami show and October's Fort Lauderdale show respectively. This year, Aquila is scheduled to stage the global debut of the 50 Yacht at Fort Lauderdale.

In Asia-Pacific, the 42 Yacht has already been delivered to Malaysia, sold in Australia, New Zealand and UAE, and ordered for Thailand and Hong Kong, the latter through Marine Italia, which also expects a 50 Yacht to arrive in time for next year's Singapore Yachting Festival.

A 36 Sport recently arrived in the Philippines, where two units of the 54 Yacht are expected later this year, while two units of the 47 Molokai have been ordered for the UAE.

AROUND THE WORLD

Over the past decade, PMG Shipyard in the Gulf of Thailand has developed its Heliotrope and now Cora brands of powercats, with entrepreneurial shipyard owner Philippe Guenat among pioneers in the development of solar-assisted power catamarans.

The Cora brand is currently represented by The Yacht Sales Co. The first solar-assisted Cora 48, an evolution of the Heliotrope 48, had its world premiere at this year's Sanctuary Cove International Boat Show in Australia and will be followed by a second hull with more solar panels.

PMG Shipyard also built several units of the Silent 60 and Silent 62 for Silent-Yachts, which is now focused on production of its own solar-electric catamarans at its Silent Italia shipyard in Fano.

Following speculation about its financial stability, Silent-Yachts announced in mid-April that Michael Said – an American-German investor and owner of a Silent 62 3-Deck – was the new majority owner of the company. Operations continue to be headed by Fabrizio Iarrera, who has been promoted from COO to CEO.

The announcement followed the April launch of the first Silent 62 3-Deck in Fano. In contrast to the 60 and 62, the 3-Deck version features a full flybridge, while other options include a forward saloon door to the foredeck.

The 62 3-Deck shares the same drivetrain as the two Silent 62s launched at the end of last year. The technology includes a 286kWh, liquid-cooled Lithium-ion battery pack, 16.8kWp of solar panels, twin 180kW E-motors and a range extender, with the CE A yacht offering a cruising speed of six-eight knots and transoceanic range.

"The launch of our first Silent 62 3-Deck is a proud moment as we continue to innovate and expand the Silent range," Iarrera said. "It's also positive proof that the brand continues to operate normally and is focused on delivering boats to clients."





Following the new investment, Silent-Yachts stated that a further seven units of the 62 3-Deck could be delivered this year and that the first Silent 80 is expected to debut in 2025.

Powercat builders that emerged in the pre-Covid era include Turkey's VisionF, which was founded in 2019 and kick-started its business by building four hulls of the VisionF 80, a model that exhibited at both the Cannes and Monaco shows.

Last year, VisionF launched the first two hulls of the aluminium VisionF 82 Alu, which debuted at Fort Lauderdale last October and features a roof covered in solar panels and a powerful battery bank that can power hotel loads for 20 hours without generator support. The shipyard's flagship VisionF 101 could launch in 2025.

Serenity Yachts, founded by Boyd Taylor in 2016, also builds in Turkey, in Antalya, where the American-owned company produces the 64, 72, 74 and 84 solar-electric powercats, as well as custom yachts.

ILIAD Catamarans, founded in Australia and with a shipyard in China, has already sold nearly 30 units in the 50-70ft range to date. Its first model, the ILIAD 50, debuted at the Sanctuary Cove show in May 2019 and the brand has since gone from strength to strength.

After the ILIAD 62 had its world premiere at the Sydney International Boat Show in 2022, last year was another big one for the brand, with the successive debuts of the 53S at Sanctuary Cove and the 53F at Sydney. This year also started well, as the ILIAD 53F won the Multipower category at the Multihull of the Year awards in France.

In South Africa, Hammer Yachts was founded in Cape Town in 2018 and debuted the HammerCat 35 in 2019, now producing about a dozen each year. The HammerCat 45 went into production last year, while the HammerCat 30 is expected to debut in 2025.

In Asia, several monohull builders have also developed a line in twin-hull builds, including Taiwan's Horizon, which has built about



60 powercats to date, led by over 30 units of the PC60, which debuted in 2010. It has also built over 20 units of the PC52, four of the PC65, three of the PC68 and a custom PC74.

In China, Aquitalia – best known for its flybridge monohull motor yachts – delivered a charter-specific 72ft catamaran to Phuket in 2019, with the Yihong Yachts brand since upgrading the design and now offering it in a 75ft version.

Gulf Craft, the Middle East's largest builder, built racing powercats in the 1980s and returned to twin hulls in recent years with the SilverCat range, which started with the launch of the enclosed 34 Lux from the builder's Maldives production facility in September 2020.

The 34 is now also offered in CC and HT versions, while other new models include the 40 Lux that debuted in 2021, the 40 CC (2022), 46 Lux (2023) and the 46 WA, which debuted at the Dubai show this year. Gulf Craft now operates a dedicated powercat production facility in Ajman, UAE.

NEW POWERCAT PLAYERS

If Aquila's success helped drive the powercat market from the pre-Covid era, a host of new brands and established builders have entered the multihull sector in the post-Covid era, contributing to a head-spinning menu for owners that didn't seem feasible even just a few years ago. One industry expert remembers the Cannes Yachting Festival featuring six powercats in 2017 – and 30 last year.

Prestige's debut of its M48 at the 2022 Cannes Yachting Festival showed that household monohull brands wanted in on the action, and the Groupe Beneteau brand then followed up with the 65ft M8 in 2023.

Both models have starred at many major shows around the world, and this year the M48 made its Asia-Pacific debut at Sanctuary Cove



in partnership with dealer TMG Yachts. The M48 is set to appear in Japan this summer through dealer Yamaha Motor.

Asia Yachting, which represents Prestige in Hong Kong, Singapore, Thailand and Malaysia, has sold at least three units of the M48, with one scheduled to appear at the Hong Kong International Boat Show towards the end of the year.

Elsewhere, new brands kept arriving. At the Cannes show in 2022, the first two aluminium Vandal Explorers appeared side by side, with one hull belonging to Vandal Marine co-founder Ben Mennem and the other to Espen Øino, who designed the rugged-looking 46-footer.

Adventure was also the theme at the overlapping Southampton show as British brand Archipelago debuted its aluminium 47, designed with Chartwell Marine. Founded by Dr Stephen Weatherly, the builder expects to debut the Archipelago 40 in 2025 while its portfolio of designs includes the 52F, the 63 powered by biomethanol, and 80.

Bluegame, represented in Asia by Simpson Marine, was the big-name brand to enter the market in 2023. Sanlorenzo's sister brand debuted its BGM75 at Cannes, having announced at the same show four years earlier that it would be entering the multihull sector.

The BGM75, which also appeared at the Monaco show last September, features an all-star design team of Philippe Briand, Bernardo Zuccon and Piero Lissoni, the latter providing hull one with a stunning, zen-like interior.

New players entering the powercat market included Tesoro, whose dealers include The Yacht Sales Co. The Spanish shipyard had quickly made its name with its T38 and T40 luxury day boats before debuting its T38 Power Cat at Cannes last September.

With Lagoon and Prestige already building multihull motor



yachts, Groupe Beneteau further underlined its commitment to the powercat sector as Four Winns also debuted its TH36, the American's first twin-hull motor yacht, a model represented by Asiamarine.

Meanwhile, following the decision to discontinue production of Bali powercats, the Catana Group debuted the Yot 36, representing a new powercat brand with production in Portugal.

Among other new brands, New Zealand's Valder Yachts has built high-powered 68-footers, while China's Skywalker launched the S60 Urban in Fujian last September before displaying the flybridge model at last November's Abu Dhabi show and this year's Dubai show.

Makai premiered its M37 at this year's Palma show in late April, while Spain-based Linx Tenders is building a second unit of its foil-assisted Linx 30 for the UAE, after the first unit was commissioned as a tender for 63m explorer.

Poland's Dracan Marine hopes to premiere its first 42 at Cannes this September, while other upcoming brand-first models include the first Omay 50 from Bulgaria, Xquisite Yachts' Sixty Solar Power and 40 Powercat, and Nova Luxe's Orphie 29 trimaran and Elight 44 powercat.

Looking further ahead, Cosmopolitan announced it sold its first 70, with production in Spain expected to take 18 months, and is working on the development of an 85 with enclosed flybridge and a 125 with a sub-500GT volume.

Lazzara Yachts, meanwhile, expects to deliver its first LPC 300 (70ft) in October to a French client looking to cruise the Mediterranean, while other big-name brands moving into powercats include fellow Turkish builder Bering, which laid the keel for its first aluminium B60 Cat at its Antalya facility this April.

"Many people like the idea of a multihull," said Alexei Mikhailov, Bering's founder. "And we love it as well." ❧

