

THE POWER OF DEMAND

The selection of production and semi-custom powercats continues to expand, with established builders releasing an increasingly wide variety of models and more new brands entering the sector each year.

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The first Sunreef Ultima 88, Wasabi, was revealed by video in ONE°15 Marina Sentosa Cove during Singapore Yachting Festival 2026

Southeast Asia doesn't often host global debuts by the world's biggest luxury yacht builders. And although a 'virtual' world premiere doesn't really count, it was still fun to see Sunreef choose this year's Singapore Yachting Festival in late April to unveil the Ultima 88 at the suitably futuristic Bar Nebula in ONE°15 Marina Sentosa Cove.

The first unit of the Ultima 88 (*Review, Issue 89*) was recently launched from Sunreef's fast-growing UAE facility in Ras Al Khaimah, about 3,100nm from Singapore. However, for those attending the virtual world premiere, the walk-through video of the powerfully sleek flybridge powercat briefly transported them into a new design era for Sunreef, with 23-year-old tennis sensation Carlos Alcaraz among Ultima 88 clients.

The slim, sporty Ultima range is a completely different proposition to Sunreef's beamy, high-volume line of Power models, now in their 'Next' generation. To illustrate the difference, the Ultima 88 is 93ft long and has a 30ft 6in beam. The smallest Power Next model is 60ft long and has a 35ft-plus beam.

Furthermore, new naval architecture has enabled accommodation on the Ultima models to span the full beam of the lower deck, as opposed to being split across the two hulls like in the Next range. The two series are sitting in separate lanes.

The Ultima 55, launched last year, was the first look at just how different the slim, sporty Ultima series is from Sunreef's Power range, whose current line-up of models started in 2019. However, while the Ultima 55's performance and stability are outstanding, its design is clean, almost minimalist. Instead, the Ultima 88 gives a much clearer idea of what to expect from the rest of the range, especially as the 66, 77 and 111 also have a flybridge.

Such is the demand for Ultima models that Sunreef expects the Ras Al Khaimah shipyard dedicated to the range to grow to almost 2,000 employees by the end of this year. This would put it on a par with the shipyard's main production facility in Poland, where Francis Lapp founded the shipyard in 2002.

The Gdansk facility on Poland's north coast is also flat out keeping up with demand for the brand's sail and power models, with a new 160m-long production hall under construction to expand facilities.

The shipyard's Power Next series is still going strong, with the 60, 70, 80 and 100 models available in the classic version or Eco, including Sunreef's patented 1mm-thick solar skin, batteries, electric motors and other green tech.

Sunreef has already delivered well over 20 units of the 80 Sunreef Power (both classic and Eco), whose original version debuted at the 2019 Cannes Yachting Festival. Owners include tennis legend Rafa Nadal, who took delivery of his customised version in Mallorca in 2020.

After the first hulls of the 60 Sunreef Power and 70 Sunreef Power were launched in late 2020 and late 2021 respectively, both models enjoyed strong demand. F1 star Fernando Alonso received his 60 Power Eco in 2023, having joined the shipyard's array of brand ambassadors.

The shipyard has also delivered four units of the 100 Sunreef Power, and the latest unit, *Double Happiness*, is the first Eco version. Hulls five, six and seven of the shipyard's current flagship powercat are all in production.

With the 60, 70, 80 and 100 Power models now upgraded and named as the Next range, Poland football icon Robert Lewandowski – of Barcelona and Bayern Munich fame – is among those to order an 80 Sunreef Power Next.



Double Happiness (left) is the first Eco version of the 100 Sunreef Power; the Ultima 55 (right) was the first model from Sunreef's Ultima range



Lagoon's first Eighty 3 powercat showed at Lagoon Exclusive Days 2026 in Bordeaux before on-water photos were taken in Mallorca

Combining the demand for the 80 and 100 Sunreef Power models with the largest Ultima models and the brand's large sailing cats also helps explain why Sunreef rose to become the sixth-ranked shipyard for 24m-plus projects (by total length), as published in the 2026 edition of the *Global Order Book*.

And the combined demand for all models across the Gdansk and Ras Al Khaimah shipyards also explains why Sunreef announced this year that it's targeting €1 billion in annual revenue by 2030, so rubbing shoulders with the world's largest boatbuilding groups.

FRENCH FLAGSHIPS

Lagoon, founded in 1984 and developing powercats since 2000, has played a leading role in the current popularity of big catamarans. The world leader in pleasure cats followed the world premiere of the Lagoon Seventy 7 sail cat at the 2016 Cannes show with the global debut of the Seventy 8 powercat at Cannes a year later. The pair shared the same platform and proved an instant success around the world, including in Asia.

At its Bordeaux shipyard dedicated to the brand's 50ft-plus catamarans, the French shipyard built more than 50 units of the Seventy 7 and Seventy 8 combined.

It has now launched both successors, starting with the Eighty 2 sail cat that debuted at Cannes last year followed by the Eighty 3 powercat, which had its private premiere at this year's Lagoon Exclusive Days event in March. The first hull was celebrated by a parade of Groupe Beneteau employees who worked on the yacht and a performance by dozens of dancers.

However, the public are set to have the chance to see the brand's flagship powercat at this year's Cannes show from September 8-13. Design highlights include the signature fold-out balcony from the master suite in the starboard hull and the 'Ocean Deck', an extending, high-low aft platform that can expand the size of the aft cockpit.

For powercats, Lagoon remains focused on the larger sizes, with the Sixty 7 – sharing the hull of the Sixty 5 sail cat – also proving popular since its global debut back in 2019.

In La Rochelle, further up France's west coast, Fountaine Pajot is in a celebratory mood this year as it marks its 50th anniversary since being founded in 1976. Furthermore, in late April, its Power 80 (*Review, Issue 87*) won the 'Power Catamaran Above 20m' category at Yacht Style Awards 2026 in Singapore, having staged the world premiere of the model at Cannes last year.

Sharing the same naval architecture as the Thira 80 sailing cat, the Power 80 has also proved a popular offering, with the pair selling in the region of 20 units between them to date.

Fountaine Pajot – which started building sailing cats in 1983 and powercats in 1998 – is now embarking on a new era for its motoryachts, focusing on larger models.

Late last year, the company announced that its new generation of larger catamarans – Fountaine Pajot Yachts (FPY) – would include the FPY 70S sail cat and FPY 70 powercat, while designs also include the FPY 120S and FPY 120.

FLYBRIDGE OFFERINGS

Leopard has long been a world leader in powercats in the sub-80ft sector. Like Lagoon and Fountaine Pajot, Leopard made its name with sailing cats, although the brand uses different hulls for its sailing and power models. Furthermore, Leopard – whose catamarans are built by Robertson and Caine in South Africa – sells twice as many powercats in Asia as sailing models, even though its global sales are evenly split.

The brand's newest offering is the 2026 edition of the brand's flagship 53 Powercat. The upgraded version had its world premiere at the Miami International Boat Show this February before its Asia premiere was held at the Singapore Yachting Festival in late April. The new version builds on a winning platform, as the original model sold over 140 units since debuting in 2020.

The 2026 edition retains the efficient hull design and twin 370hp Yanmar engines, which offer top speeds up to 24 knots and an extensive range. The key focus of the redesign is the enhancement of the expansive exterior living areas, with the aft cockpit now available in its



Fountaine Pajot's Power 80 debuted at Cannes Yachting Festival 2025 before it triumphed at Yacht Style Awards 2026 in Singapore



Leopard's upgraded 53 Powercat, a world and Asia premiere in 2026, is most notable for its 'Alfresco' cockpit option (right)

traditional fixed configuration or a modular 'Alfresco' furniture setup. "The response to the 'Alfresco' seating has been good," said Kit Chothithamaporn, Leopard's Asia Yacht Sales Manager, who has worked for the catamaran builder since 2015. "People love the fact that they can move and position the seating as they wish or completely remove the furniture to have a totally open space. The lifting platform is also integrated to extend the cockpit space."

Leopard's current line also includes the 46PC and 40PC, which debuted in 2021 and 2022 respectively as the brand then completed an all-new range of powercats. The brand continues to design models with large flybridges, while other signatures include the forward saloon door, present on all the brand's models since 2010.

All Leopard models are available for private owners and within The Moorings Yacht Ownership Program, which offers a guaranteed income stream alongside owner use.

"I've seen the interest in catamarans grow over the years," Kit said. "Space is a big advantage on a Leopard powercat as they're designed with a big aft cockpit, long saloon with almost 360-degree view, and a massive flybridge with a hardtop.

"In addition, owners choose Leopard powercats for proven performance, with top speeds of 22-23 knots. They also cruise economically, with the 53PC only consuming about 75 litres per hour at 15 knots, and the smaller models consuming much less. At passage-making speeds of 7-8 knots, all three models will get over 1,000nm from a full tank."

Post Covid, Prestige has also become a strong new brand in the flybridge powercat sector. The Groupe Beneteau brand is already in the process of upgrading two of its three M-Line models, all of which are designed to be taller and thinner than power models from sailing cat builders.

The M48, the brand's first multihull motoryacht, has sold over 80 units since it debuted at Cannes in 2022 and is being upgraded into the M6 that will have its world premiere at the Cannes show this September.

This year's Cannes show will also host the debut of the M8 Evo, the upgraded version of the M8 that debuted in Cannes in 2023. The 65ft-long flagship with a 29ft beam is a regal offering and had its regional debut with Asia Yachting in late 2024 before being sold and relocated to Thailand in the summer of 2025.

Prestige rounded out its current line with the M7, the 58-footer that debuted at Cannes last September and won the 'Power Catamaran 16-20m' category at Yacht Style Awards 2026.

At least 10 units from the M-Line have already been sold to Asia-Pacific, with the M48 the most popular model to date. However, Tanguy Tertrais, Prestige's Asia-Pacific Sales Director, believes the M6 will prove an appealing upgrade, while the M8 Evo will also draw new eyes to the high-end flagship.

"Replacing a best-selling model is never easy, but the M6 will really be turning heads in Cannes. Visitors will immediately see major upgrades such as refined exterior lines, enhanced interior volume optimisation, and the updated helm and electronics architecture, while the improved propulsion system will add comfort and speed," Tertrais said.

"Similarly, the M8 Evo represents a meaningful evolution of a flagship that has already proven itself, with nine units of the M8 and the first Evo edition already sold. Key areas of development include an exterior styling refresh, interior material and layout refinements, plus a new propulsion system. The full M-Line line-up is now refreshed, with the M6, M7 and M8 Evo sharing the same DNA."



Prestige debuted the M7 (left) at Cannes Yachting Festival 2025; the first M8 in Asia was handed over in Phuket in June 2025 (right)



Asia-Pacific's first Bluegame BGM75 (left) had its regional premiere in Singapore in June 2025; BGF45 (right) debuted at Cannes in September 2025

Bluegame is another post-Covid entrant into the powercat sector and has started with two quite different models: the BGM75 flybridge model that debuted at Cannes in 2023 and the BGF45 that premiered last year.

In June 2025, Sanlorenzo Asia-Pacific staged the Asia-Pacific debut of the BGM75 in Singapore, as the 75-footer with a sub-27ft beam took centre stage at ONE°15 Marina Sentosa Cove. The dealership recently stated that more BGM units will be coming to the region, with the brand also developing a BGM65 model with hydrogen propulsion.

The BGF45 is a very different multihull option. The 45-footer can skim across the water due to a foiling system that benefits from the brand's technical learnings absorbed while producing the BGF-HSV (Hydrogen Support Vessel) as a 'flying' chase boat for the 2024 America's Cup.

"BGF is a skimming boat; the HSV is a flying boat," Luca Santella told *Yacht Style (Leaders, Issue 88)*. "Foiling is going to be an area for the future of yachting, and we are already thinking about a bigger BGF model, maybe around 50-55ft, with a more sophisticated foil system. We are also working on smaller versions."

From China, Oceanwalker has already made strong inroads with its S60 since the Fujian Skywalker shipyard was created in late 2022. Close to 20 units have already been delivered or are in build, with the shipyard expecting to build 50 or more in the coming five years while also developing the S50 and S80 powercats.

The Oceanwalker S60 was first seen internationally in the UAE, where the brand is represented by Sky Walker Yachts. Three units have been delivered to the Gulf region, with the model showcased at the Abu Dhabi International Boat Show in November 2023 and November 2024, as well as the Dubai International Boat Show in early 2024.

Following the 2024 appointment of Revolution Marine Group as the dealer for in the US, then later Europe, two units have been delivered to Florida and the Caribbean, with at least five more to be delivered in the region in the next 18 months, according to Oceanwalker. The S60 was shown at the Fort Lauderdale International Boat Show in late 2025 and the Palm Beach International Boat Show in March 2026.



Oceanwalker's S60 (left) has multiple units in Southeast Asia, Middle East and the Americas; the Veya 53 (right) will debut in September 2026

Last year, Fantasea Ocean was appointed to represent the brand in Singapore and Indonesia, with the model showing at the Singapore Yachting Festival in 2025 and 2026. Two units have been delivered to Singapore and at least three more are scheduled to arrive in the next 18 months.

Elsewhere in Asia, an S60 was shown at the Hong Kong International Boat Show in Club Marina Cove in December 2025, while there's also a unit in the Philippines. The shipyard recently stated that it's seeking to appoint representatives in Hong Kong, Thailand and Australia.

Also from China, GranOcean's W-60 and W-72 powercats have enjoyed success in markets around the world, while the shipyard is now represented by Fairview Yachting in Hong Kong and Thailand.

This year, the W-72 had its US premiere at the Palm Beach show in March. The model is set to make its European debut at Cannes in September, while the brand plans to debut its X-32 later this year. All W and X models feature naval architecture by Howard Apollonio and structural engineering by Gurit.

This year, Veya is joining the powercat sector as it premieres its Veya 53 at Cannes in September before staging the model's US premiere at the Fort Lauderdale show from October 28-November 1.

Veya is a French collaboration between Fontaine Pajot, based in La Rochelle, and the Couach shipyard in Gujan-Mestras, where hull four of the Veya 53 is already in build. The model is designed by the Berret Racoupeau Yacht Design studio, which is based in La Rochelle and has been collaborating with Fontaine Pajot since 1991.

Interesting features include two very different cockpit options, including one with a central dinette and two side sofas. The other has a mainly clear central area flanked by a chaise longue to port and sofas and a table to starboard. Other attractions include a well-developed foredeck, with a sunken sofa facing sunpads with backrests in each forward corner.

Veya will continue to focus on mid-sized flybridge powercats. A smaller model (project name '4X') is set to debut in 2027 and another could follow in 2028, as the company aims to produce between 12-15 powercats per year.



Aquila debuted the 46 Yacht (left) at Cannes in September 2025 and the 45 Sport (right) at the Palm Beach show in March 2026

“Veya was always meant to be more than a single launch,” said Romain Motteau, Veya’s CEO as well as Fountaine Pajot’s Deputy CEO. “From the beginning, the intention was to build a brand with substance and with time behind it – a brand capable of offering a true range, developed with discipline, clarity and consistency. The Veya 53 is the first expression of that ambition, not the last.”

FLYBRIDGES TO CRUISERS

Founded in 2012, Aquila is arguably the most important brand in making powercats a mainstream offering, with its Global Brand Director Alain Rass confidently declaring it the “number one power catamaran manufacturer in the world”.

Today, it offers powercats from 28-70ft across five separate ranges, while this year the brand debuted the first model from its new Sail range ... but that’s for another article (see the upcoming Issue 90 for our annual feature on sailing catamarans).

A collaboration between US-based MarineMax and China’s Sino Eagle shipyard, which has a state-of-the-art facility dedicated to Aquila production, the brand originally made its name through the popularity of its 44 Yacht flybridge model. This was followed by the even more popular 36 Sport outboard cruiser in 2017, which was joined by the 32 Sport in 2019.

However, Aquila truly gained steam from 2020 onwards, adding the 54 Yacht and flagship 70 Luxury flybridge models to cover the larger sector and expand its appeal. Soon after, it launched the high-speed Offshore fishing range with the 28 Molokai, which was followed by the 47 Molokai in 2023 and the 36 Molokai that debuted at the Fort Lauderdale show last year.

Last year, the brand introduced another new line with the 42 and 46 Coupe, enclosed cruisers that include, as standard, the Aquila Hydro Glide carbon-fibre foil system that the company has been pioneering since 2018. This January, dealer Primus Marine hosted the Asia premiere of the Aquila 42 Coupe at the Thailand International Boat Show in Phuket Yacht Haven.

On the flybridge side, Aquila was also boosting its offerings with the 42 Yacht (2023), 50 Yacht (2024) and 46 Yacht (2025). The latter – which debuted at the Cannes show – was especially notable as it effectively succeeded the iconic 44 with a longer, wider model that reflects the huge advancements the brand has made in well over a decade of operations.

“Order books [for the 46 Yacht] are extremely strong, with deliveries leading well into late 2027, which ultimately translates to a wide acceptance in the marketplace,” Raas said. The Aquila 46 Yacht was also a Yacht Style Awards 2026 winner, topping the ‘Power Catamaran 12-16m’ category.

Following a comprehensive post-Covid refresh of the Yacht line (42, 46, 50, 54), Aquila has been turning its focus to the Sport line. This year, it introduced the series-flagship 45 Sport at the Palm Beach show in March, while it’s scheduled to premiere the 35 Sport at the Cannes show in September before the model’s US debut at Fort Lauderdale.

“The 45 Sport is off to a tremendous start with orders in Europe, the Americas and Asia-Pacific. It’s the ideal boat for private buyers looking for that perfect entertainment boat or quick overnighter but also very appealing as a day charter boat, offering a tonne of seating, numerous social zones and comfort onboard,” Raas said.



Aquila premiered the 36 Molokai (left) at the Fort Lauderdale show in late 2025; the Aquila 42 Coupe (right) debuted in Asia in January 2026



Jeanneau’s one-cabin TH33 (left) and two-cabin TH38 (right) both offer extensive seating fore and aft

“We also look forward to the 35 Sport debut as we believe what our new Sport line offers is vastly different to our competitors and gives our clients a lot of benefits over other catamarans and many monohulls.”

Among the cruiser segment, Jeanneau has taken over the TH (twin hull) series that Groupe Beneteau introduced under Four Winns, first with the TH36 in 2022 then with the TH33 and TH38 outboard models that debuted at Cannes in 2025.

With Jeanneau’s global appeal and the brand’s 400-plus sales points, the one-cabin TH33 and the two-cabin TH38 – another Yacht Style Awards 2026 winner (‘Power Catamaran Under 12m’) – have both been given a boost in international markets including Asia.

“Having the TH range within Jeanneau means that owners benefit from the brand’s global dealer footprint, with over 400 sales points, and the associated service coverage and resale confidence,” said Tanguy Tertrais, also Jeanneau’s Asia-Pacific Sales Director.

Designed by Camillo Garroni, who also handles Prestige’s M-Line series, both models are suitable for day or overnight cruises, have a spacious aft deck with lots of seating, solid protection midships and an extensive social area in the bow.

The hardtop is among key options on the TH33, whose facing L-shaped sofas inherently keep guests together and close to the wet bar. The TH38 includes a new sport-top, a choice of low or full-height windscreen and aft L-shaped sofas that can sit wide apart or be slid together to form a three-sided dining area.

In the UAE, SilverCat is growing from strength to strength, having been launched by Gulf Craft in 2020 with the enclosed 34Lux, since complemented by the open CC (centre console) and semi-enclosed HT versions.

The range expanded with the 40Lux and one-cabin 40CC in 2021 and 2022 respectively, while the flagship two-cabin 46Lux and one-cabin 46CX (crossover) premiered at the Dubai show in 2023 and 2024 respectively. Last year, SilverCat staged the debuts of the 35CC and one-cabin 35CX as it began to modernise its smaller models.

SilverCat models are produced within a dedicated Gulf Craft facility in Ajman, where many of the models share platforms and are now positioned within three newly named ranges. Anglers (34CC, 35CC, 40CC) is the line of open centre-console boats designed for sportfishing enthusiasts and focused on usable deck space.

Family (34Lux, 40Lux, 46Lux) is the range of fully enclosed, air-conditioned powercats designed for family cruising, while Offshore (34HT, 35CX, 46CX) is a multi-purpose crossover series that mixes semi-enclosed and enclosed models, and balances sportfishing capability with cruising comfort.

While many SilverCat units are sold and operated within the UAE and other Gulf markets, the brand is now actively expanding its international footprint with a growing presence across Asia, the Caribbean, and coastal and island markets in Africa.

“Overall, the range is actively evolving, with continuous refinement based on market demand,” Gulf Craft stated. “The brand is moving toward newer platforms and improved layouts. The strategy is focused on fewer, stronger models rather than expanding complexity.”

Other major powercat brands include Turkey’s VisionF Yachts, which started the year with sea trials of its flagship 101 and recently launched its first 65, so expanding a range led by its 80/82 models and E-Cat 80. Italy-based Silent Yachts launched its flagship SY80 last year to complement its SY62 series.

Last September, Wider Yachts, Lazzara Yachts and Omayya Yachts each debuted their first powercat model at Cannes. The WiderCat 92 built in Italy, LPC 300 (70ft) built in Turkey and Omayya 50 built in Bulgaria all expanded offerings for owners in the flybridge powercat sector.

Turkey’s Procat Yachts also entered the market by launching the first Procat 85 (325GT) in May 2025. And in May 2026, the list continued, as Bering Yachts launched its first powercat, hull one of the aluminium BC60, in Bulgaria. Powercat lovers are truly spoiled for choice. ☼



SilverCat’s newest models include the semi-enclosed 35CX (left) and the open 35CC (right), a centre-console design for fishing