

SAIL CATS KEEP IT GREEN

Sailing catamarans are continuing to enjoy demand in Asia-Pacific and globally in 2026, with recent and upcoming models continuing shipyards' emphasis on eco-friendly options.

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Lagoon Eighty 2



Sunreef's first 100 Eco launched in Gdańsk on Poland's north coast in June, and will debut at the 2026 Monaco Yacht Show

The concept of an eco-friendly yacht has been a buzz phrase in the superyacht industry for a while now. However, the industry's leading sailing catamaran shipyards are already deeply invested in green tech, with almost all offering models in eco versions.

There are two specific trends that strongly signify the acceleration of this movement. The first is the consistent buyer appetite for sailing catamarans – a vessel which is naturally more environmentally friendly when wind-powered.

The second trend of note is that increasing numbers of hybrid or electric models have been making their way into production. Supported by either fully-electric or hybrid propulsion systems, these new models are designed to leave even less of a trace in their wake while still offering the safety and power of traditional engines for when and where they may be required.

GROWTH OF GREEN TECH

Sunreef, which makes the largest production sailing catamarans currently on the market, is set to deliver 17 units in 2026. The number is similar to 2025, but with the marked difference that the yard is handing over more superyachts this year.

Of particular note is hull one of the new 43M Eco series, set to hit the water at the end of the year. The model has been described by the yard as “the biggest single-shot hull infusion project in yachting history”. Sunreef founder Francis Lapp has called it “a truly groundbreaking yacht”, which represents “the future of energy-efficient yachting”.

In June, Sunreef launched its new flagship from the Next series, the solar-powered 100 Eco, at its Gdansk shipyard and will premiere the yacht at the superyacht-focused Monaco Yacht Show from September 23-26. The Sunreef Next 80 will follow at the beginning of 2027.

Laura Vessier-Breau, Sunreef's APAC PR Manager, detailed that the yard is “seeing growing interest across Asia in both our sailing catamarans and our Eco range”.

An example Vessier-Breau cited was the “very positive response” to the Sunreef 60 Eco *E-motion*, which was launched in 2025 and sold to Thailand but enjoyed a showcase at this year's Singapore Yachting Festival. “Visitors were interested in the yacht's electric propulsion, solar-power system and overall sustainable approach to yachting,” Vessier-Breau noted.

Lagoon has been the most prolific builder of sailing catamarans



Sunreef's upcoming sailing catamarans include the flagship 43M Eco (left) and new-generation 80 Next (right)



Unveiled in 2025, the Lagoon 38 (left) is the brand's new entry model; the Lagoon 47 (right) will debut at the 2026 Cannes Yachting Festival

for over two decades, with over 7,700 units delivered to date. Part of Groupe Beneteau, the French yard is expecting to deliver just over 10 new cats to Asia-Pacific in 2026, with Asia-Pacific Sales Manager Cosmas Grelon detailing that “of those deliveries, all the owners are based in the region the majority of the time”.

Grelon shared that Lagoon's new flagship Eighty 2 and 38 have been “well received” since their debuts in 2025. The Lagoon Eighty 2 has solar panels integrated in the bimini and coachroof, and lithium batteries. The Lagoon 38 can deliver up to 1,420W of clean, emission-free energy, with up to 520W of integrated solar panels on the coachroof and 900W on the central transom.

This year, the Lagoon 47 is set to premiere at the Cannes Yachting Festival from September 8-13. Penned by VPLP Design with interiors

by Nauta Design, the Lagoon 47 offers many notable features including a forward saloon door to the 12sqm foredeck, a first for the shipyard in this size range. “The best way I can describe the Lagoon 47 is a catamaran that has all the good ideas of a modern catamaran in one,” Grelon said.

Fountaine Pajot, which offers ODSea+ hybrid versions across its range of sailing cats, has also seen a strong interest in eco options. Kevin Corfa, Fountaine Pajot's Head of Asia, detailed that Asia is already home to electric versions of the new FP41 and FP44 (*see Review*), which both debuted at Cannes Yachting Festival 2025.

Fountaine Pajot, which has built over 4,000 catamarans, is seeing a major demand for these newer models, although they are the smallest yachts in the La Rochelle shipyard's sailing range.



Lagoon debuted its award-winning Eighty 2 at the 2025 Cannes Yachting Festival, with the new flagship succeeding the groundbreaking Seventy 7



Fountaine Pajot introduced two new entry models with the world premieres of the FP41 (left) and FP44 (right) at the 2025 Cannes Yachting Festival

According to Kevin Corfa, the FP41 and FP44 now make up 50 per cent of client enquiries and orders, with Corfa detailing that these new models “filled the order book and enabled the shipyard to keep investing in a time when the market was tough”.

Fountaine Pajot is further boosting its range this year with the world premieres of the FP48, FP55 and FPY70S, with Corfa noting that the market in 2026 is “very similar to 2025, maybe a tad better”.

Leopard has also been upgrading its sailing range and this year’s Singapore Yachting Festival featured the Asia premieres of the Leopard 52 and 46, models that had their world premieres in 2025 and 2024 respectively at the Cannes show.

Kit Chotithamaporn, Leopard’s Asia Yacht Sales Manager, said the Leopard 52 debut evoked a “very positive” reaction, detailing that “everyone that came by to have a look was impressed with the overall size and volume of the boat and especially with the new main deck design where you can join the interior and exterior space”.

Korea, Japan and China are among the main markets for Leopard’s sailing catamarans in Asia, where the company generally sells more power models than sail. This year, at least another two Asia-based owners will have sailing catamarans delivered from Leopard’s production facility at the Robertson and Caine shipyard, which has launched approximately 3,200 yachts to date in South Africa.

Leopard, whose yachts are built in Cape Town, has also joined the eco revolution and is offering a hybrid version of all its sailing cats, an option that Kit says has received “some niche interest” in Asia.

Kit notes that while “serious cruisers still have their confidence in traditional diesels”, he is confident that as “the technology continues to develop and improve with hybrid and electric systems, it’s a matter of time until they can offer the same confidence to boaters”.

This year, Leopard will debut the 43 at Cannes to complete the brand’s latest generation of sailing cats. The new model offers up to 1,365W of clean energy through integrated glass solar panels aft of the coachroof lounge, which has been repositioned forward, adjacent to the starboard helm.

Excess, part of Groupe Beneteau, is expecting to deliver around 10 new sailing catamarans to owners in Asia by the end of 2026. Cosmas Grelon, also the Asia-Pacific Sales Manager for Excess, detailed that this includes the region’s first units of the flagship Excess 14, which have now made their way to owners from Thailand, Singapore and Australia.

The new Excess 13, which debuted in 2025 and premiered in Asia-Pacific at the 2026 editions of the Singapore Yachting Festival and Sanctuary Cove International Boat Show, has been “incredibly well received”, according to Grelon.

More than 40 units of the new model have already been sold globally, with Grelon predicting double-digit sales in Asia-Pacific for the Excess 13 in 2027. “Every time she is presented at shows, prospects quickly understand why she is the most awarded catamaran of all time,” Grelon noted.

MADE IN ASIA

The interest shown in sailing catamarans by Asian owners is not only being responded to by European shipyards. At home in Asia, local brands are also entering the industry – again with a distinct emphasis on eco-conscious models.

One example is Max Cruise Marine, which builds vessels in Vietnam. The brand range encompasses three models: the Max 45SC, Max 48SC and Max 55SC. All the models offer hybrid propulsion and other eco-friendly features such as solar panels and hydro-regeneration. To date, 29 boats have been made from Max Cruise



The Leopard 52 (left) and Excess 13 (right) both had Asia-Pacific premieres at the 2026 Singapore Yachting Festival



The Max 48SC (left) by Max Cruise Marine, which builds in Vietnam; NYX Catamarans builds its 42C (right) and 42CEP in China

Marine hulls and sold not only to owners in Asia-Pacific but also Europe and the US.

Terry Dewhurst, the company's founder, said: "Vietnam was chosen because it offers a strong combination of skilled labour, competitive production costs and a growing marine manufacturing base, allowing Max Cruise Marine to build high-quality offshore catamarans at a very competitive level."

With regards to the eco credentials of the Max Cruise Marine models, Dewhurst added: "Hybrid-ready technology is not just about being eco-friendly; it is also about improving the cruising experience. Solar power, electric propulsion and better battery systems can make the boat quieter, more efficient and more independent when cruising offshore or at anchor."

Another Asian success story is NYX Catamarans, which offers two 42ft sailing models in either diesel or electric propulsion versions produced by Far East Boats in Shanghai.

The latest version of the NYX 42C, featuring a newly designed interior, will make its official debut at the 2026 Cannes Yachting Festival, while the fully-electric NYX 42CEP was introduced in Hong Kong in 2025. The brand is expecting to deliver a healthy number of eight or nine models in diesel, hybrid and electric versions "across various Asian markets by the end of this year".

The latest newcomer to the sailing catamaran scene is Aquila, whose boats are built at the Sino Eagle shipyard in Hangzhou. A world leader in powercats, Aquila debuted the 50 Sail – its first sail model – at this year's Miami International Boat Show, while the 45 Sail is scheduled to premiere at Cannes in September.

Alain Raas, Aquila's Global Brand Director, commented that the Aquila 50 Sail has received a "phenomenal" response, adding that the orders for private and charter use stretch well into late 2027.

Raas emphasised that the Asia-Pacific market is a target for the brand, highlighting that the 2026 Sanctuary Cove International Boat show in Australia included the regional debut of the 50 Sail as part of the region's largest display of Aquila boats. And the company is already working on the flagship 65 Sail, which it expects to launch in late 2027 and debut at a major show in 2028.

From entry-level models like the Lagoon 38 to the superyacht-sized Sunreef 100 Sail Eco, the options in the production and semi-custom sailing catamaran market are wide-ranging. This variety points to the enduring popularity of this yacht type, while the plethora of new model debuts in 2026 further suggest that the appetite for these vessels is only increasing as they look to future-proof themselves with eco-friendly options. ⚓



Aquila debuted the 50 Sail (above) at the 2026 Miami International Boat Show, with the 45 Sail to follow at the Cannes Yachting Festival in September