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RISE OF THE POWERCATS

MULTIHULL SPECIAL: SUNREEF, LAGOON, LEOPARD, AQUILA, BALI, FOUNTAINE PAJOT, ILIAD, SILENT
REVIEWS: SANLORENZO, CUSTOM LINE, MCY
LEADER: LEONARDO FERRAGAMO, NAUTOR'S SWAN
PROFILE: CL YACHTS, HONG KONG
SHIPYARD: PRESTIGE, FRANCE

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80 SUNREEF POWER

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COVER

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80 Sunreef Eco

CATAMARANS FIND THEIR CALLING

When I joined a Zoom conference for Sunreef's new Eco range of catamarans, I wasn't expecting a recent Formula 1 world champion to be steering the discussions. But that's what happened when Nico Rosberg appeared as a surprise guest, firing off questions to Sunreef President Francis Lapp and his son Nicolas, the Polish builder's Research and Development Director.

Rosberg has become a renowned sustainability entrepreneur since retiring from F1 just days after winning the 2016 world title, when he was just 31 years old.

As well as becoming a shareholder in the all-electric Formula E series, he has invested in green technologies and numerous start-ups, co-owns e-mobility engineering company TRE and is a founder of the Greentech Festival in Berlin that attracted almost 40,000 visitors to its first edition last year.

"It's really a passion of mine to push forward eco innovation and it's a passion I share with Francis, along with Formula 1," smiled Rosberg, who was born in Germany, raised in Monaco, speaks five languages, and was calling in from his home in Spain.

Lapp, a keen rally car driver whose company sponsored this year's Africa Eco Race, says the Eco series of solar-powered models is his quest for "responsible boating". When he founded Sunreef in 2002, he chose to build catamarans because "they were the eco-responsible choice at the time".

Solar-powered yachts may seem cutting edge now, but Austrian-owned Silent-Yachts has already sold at least six units of its Silent 80 powercat before completing hull one, so it appears there's a market for both solar power and large catamarans.

As such, our second annual 'Multihull Issue' seems to have come at a good time and we're delighted to throw the spotlight on these twin-hulled cruisers, whose appeal goes far beyond impressive economy.

Sailing catamarans still dominate the order books of the likes of Sunreef, Lagoon, Leopard, Fountaine Pajot and Bali (Catana), with powercats making up between 10-30 per cent of output. However, there are also several powercat-only builders like Aquila, ILIAD and Silent-Yachts, which all have production facilities in China and a focus on Asia.

With many of these catamaran builders developing increasingly large motor yachts, powercats have been making headlines since our last multihull issue, so we've split our cover story between power and sail.

We also have reviews of the 80 Sunreef Power, the red-hulled Lagoon Sixty 7 and a Singapore-based Leopard 53 PC, a model that only premiered in February. Sanlorenzo's mighty flagship 64Steel *Attila*, the new Custom Line 106' and an MCY 86 customised for Asia are also profiled.

Swan owner Leonardo Ferragamo talks about the Finnish builder's growing one-design classes and new maxi era, and we take a look at the Prestige facilities in France and Asia's own CL Yachts, as both motor yacht builders develop pioneering new flagships that break away from the tried and tested.

In recent months, many of us have been forced to step back, stay in and spend more time than usual reflecting on what's important and how we can do better. Among the few positives of the Covid-19 pandemic is that pollution levels in many areas have improved.

So, as we think about what we'd like to do once we're finally allowed out and it's safe to catch up with friends, travel and get out on the water, the concept of responsible boating feels right. Yet sustainability and responsibility in any industry encompasses much more than just the product, as explained in this issue's Column on the Water Revolution Foundation's 'Sustainability in Practice' course.

After all, if a multi-millionaire world champion can step away from the glamour and riches of F1 to focus on sustainability and green technologies, maybe it's time we all dialled in on eco innovation.

John Higginson,
Managing Editor, *Yacht Style*

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Sunreef Yachts
LUXURY CATAMARAN MANUFACTURER

80 SUNREEF POWER

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SUNREEF SELLS FIRST 100 POWER

Poland's Sunreef Yachts adds 100 Sunreef Power to orders for 110 and 49M models, having launched its flagship 80 powercat at last year's Cannes Yachting Festival.

Sunreef Yachts has continued its success in the catamaran superyacht sector with the sale of the first 100 Sunreef Power (pictured above and below), which follows orders for 110ft and 49m (161ft) powercats announced late last year.

Part of the Polish builder's new power range, the new transatlantic powercat has a listed length of 93ft 11in (28.63m) and a beam of 44ft 3in (13.5m), with the dimensions creating nearly 500sqm of living space.

The motor yacht's bespoke interiors include an immense main-deck lounge, a forward fitness area and a large bar to starboard, all enjoying the main deck's panoramic views.

Alfresco lounging spaces include the aft cockpit, foredeck and an enormous flybridge with a spa-pool. Both the flybridge and foredeck feature an almost full-beam row of sunpads.

The 100 Power will be fitted with twin 1,300hp engines, a hydraulic aft platform and a garage under the cockpit sofa that can store two large jetskis and a selection of water toys.

The Gdansk shipyard is due to launch the motor yacht in 2021, when it also expects to complete both the first 110 and 49M Sunreef Power models.

Having staged the world premiere of its 80 Sunreef Power at last year's Cannes Yachting Festival, the yard is scheduled to hold the world premiere of its 60 powercat at Cannes this year and is also developing a 70. For more details, see this issue's cover story on catamarans.

www.sunreef-yachts.com

SUNREEF 80 FOR CHINA

The Polish yard has completed Double Happiness *for a Chinese owner who plans to sail in the Mediterranean and Caribbean before the catamaran moves home to Shenzhen.*

Commissioned by a Chinese client, *Double Happiness* is one of the most recent Sunreef 80 sailing catamarans to leave the Polish shipyard. It's the first catamaran for her owner, who has previously owned a sailing monohull and plans to cruise *Double Happiness* in the Mediterranean and the Caribbean before the 80-footer eventually resides in Shenzhen.

Double Happiness was sold by Sunreef's exclusive broker in China, Speedo Marine, which is headquartered in Shenzhen and has offices up and down the coast, from Hainan Island in the south to Dalian in the north.

Francis Lapp, CEO of Sunreef, said: "The Chinese market has outstanding potential when it comes to luxury goods in general. The increasing popularity of yachting among Chinese customers is a trend that we observe with enthusiasm. We are happy to have James Li and Speedo Marine on board while we explore the possibilities of this important market."

First showcased at the 2018 Cannes Yachting Festival, the enormous Sunreef 80 is already one of the Gdansk builder's best-selling models. Customised to her owner's specifications, *Double Happiness* takes her name from a traditional Chinese ornament and a symbol of marriage.

Her large twin hull provides a huge saloon with plenty of living space, while the enormous flybridge is another key socialising area and features a karaoke bar, cocktail tables and an oversized lounging sofa. Notable features include a 'starry sky' ceiling in the cockpit, decorative ceiling mirrors in the saloon and the use of optical fibre fabrics.

The bespoke interior décor is a blend of black, grey and gold. The hulls feature three beautifully appointed guest cabins and a lavish master suite with a sofa, vanity, walk-in dressing room and a vast bathroom. There are also three crew cabins including two in the forepeaks.

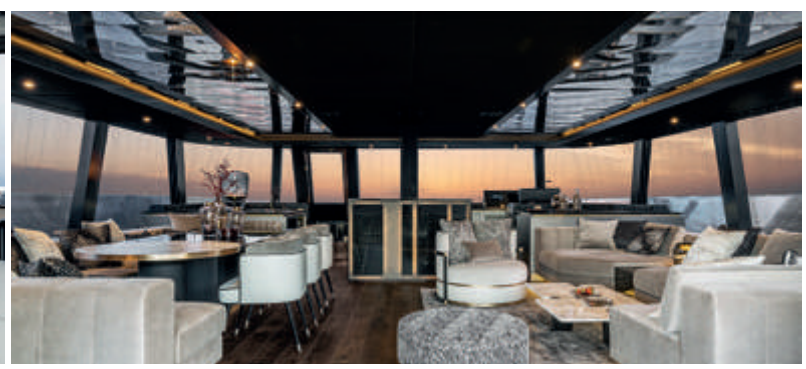
The rig features a 200sqm mainsail, 340sqm gennaker, 135sqm genoa and 70sqm staysail, while auxiliary power comes from twin 280hp engines. Lapp says the yacht is also ideal for exploring Asia, once it finally settles down in Shenzhen and all the Covid-19 restrictions are lifted.

"I'm happy about the Sunreef 80 going to China as it's perfect for sailing down to the Philippines or other parts of Asia. From Shenzhen, you can be in the Philippines in two or three days and spend two weeks there," said Lapp, who founded Sunreef in 2002.

"This is the plus for a catamaran because it's safer for long distances and a longer range, as it's more complicated for a monohull to go in big seas. You have a 4,000nm range with 20,000 litres of fuel."

As well as Sunreef, Speedo Marine also represents fellow catamaran builder Fountaine Pajot, Jeanneau and Prestige of Beneteau Group, and Ferretti Group brands Ferretti Yachts, Custom Line, Riva, Pershing and Itama. Ys

www.sunreef-yachts.com



POWER SURGE

Power catamarans are increasing in popularity as well as size, with Asia showing a growing appetite for multihull motor yachts from production and semi-custom builders.

WORDS **NICK HUNG**

It has been a whirlwind past 12 months for power catamarans and there's a lot more to come in the coming months, with world debuts of new brand flagships set for this year's Cannes Yachting Festival and Fort Lauderdale International Boat Show.

Before then, tennis icon Rafa Nadal is due to take delivery of his 80 Sunreef Power in May (*see REVIEW*), eight months after the model's debut at the Cannes show last September. Since then, Sunreef has announced it's building new 100, 110 and 49M (161ft) models, and it's also preparing to showcase its 'entry-level' 60 Sunreef Power at Cannes this year.

Lagoon premiered a red-hulled version of its Sixty 7 (*see REVIEW*) at Cannes last year, since when Simpson Marine has sold at least two to Asia before recently welcoming the brand's flagship Seventy 8 to Singapore, the model's first unit in the region.

Singapore is also home to Leopard's new flagship powercat, the 53 PC (*see REVIEW*), which debuted in Miami in February. Singapore also has ties to *Royal Falcon One* as a residence of the developer of the futuristic 135-footer, which was designed by Studio F.A. Porsche, built in Sweden and displayed outside the Monaco Yacht Show last year.

Fountaine Pajot, which showcased its new MY 40 at last year's Singapore Yacht Show, has launched its first Power 67, which will show at Cannes in September, while China-based Aquila is busy completing its first 54 and 70 models in Hangzhou for their debuts at Fort Lauderdale.

In China's southerly Guangdong province, Zhongshan-based Kingship launched a customised 79ft aluminium catamaran late last year, while new brand ILIAD builds in Zhanjiang and will launch its 60 this year following the debuts of its 50 and 70 at Australia's top shows last year (*for more details on ILIAD, see separate article*).

Austrian-owned Silent-Yachts, which builds its Silent 55 in Qingdao, announced six sales of its flagship 80 this April, with the first hulls still under construction in Italy, while it's also completing the first units of its new 60 model in Thailand and Italy.

As we focus on production or semi-custom multihull builders for this article, Lagoon and Sunreef kick it off as the kings of big cats, having launched popular production models in the 24m range, both sailing and power.

Lagoon premiered its Seventy 7 sailing yacht and Seventy 8 motor yacht at Cannes in 2016 and 2017 respectively, before the Sunreef 80 then the 80 Sunreef Power were the show's biggest catamarans for the following two years.

POLAND'S BIG CAT KINGS

Sunreef is currently completing an 80 Power for a client in China, while late last year it announced it was building a 110 model and a 49M, before more recently announcing the sale of a new 100. The Polish luxury catamaran specialist is also busy completing the move to its new facility in Gdansk and rounding out its new powercat range with the 60 and 70.

Francis Lapp, who founded the yard in 2002, estimates that once the

The Seventy 8 (top) is Lagoon's flagship motor yacht and the first unit in Asia, sold by Simpson Marine, arrived in Singapore in March

latter two models are launched on the market, powercats will make up about 30 per cent of Sunreef's annual sales.

The Frenchman publicly announced that the recent surge of large catamarans was 'one of the most interesting evolutions' in the luxury yacht industry, yet says he's not threatened by new players on the market.

"We make custom boats, so we don't see any competition. It's not a custom boat when you only change the colour of the wood," said Lapp, whose company of about 800 staff more than doubled its 2018 turnover last year.

"Custom is when I sit with the client and he says, I want this table here, I want the TV there, I want to change the bulkheads. We can even develop new engineering for clients."

Stability, space and fuel efficiency are among the well-known attractions of catamarans, but the beam provided by twin hulls can also lead to expensive berthing fees. Lapp says his clients aren't so affected by this, as he believes catamaran owners are more interested in cruising and destinations than marinas.

"Generally, our clients aren't in marinas a lot, maybe only for fuelling. Most of the time, they're sailing or anchored," he says. "I've seen monohull motor yachts with only 500 hours on the engines after two to three years. We have power catamarans with 6,000 hours or even 8,000 hours, like our previous 70 Power.

"Our owners are travelling all the time. After all, when you're in St Tropez or Nice and you want to go to Corsica, if it's bad weather you can't go with a monohull of 25-30m, but you have no problem with a catamaran."

LUXURIOUS LARGE LAGOONS

Lagoon is the world leader in production cruising catamarans, having produced more than 5,000 since it was founded as an offshoot of Jeanneau in 1984. It's also the leading catamaran brand in Asia, where long-time dealer Simpson Marine has sold over 400 units including the region's first Seventy 8, which arrived in Singapore in March.

But while the French builder offers a dozen or so sailing models from the 40 to the Seventy 7, it only produces large powercats, having discontinued models like the 40 MY.

Its current motor yacht range comprises the 630 MY, the flagship Seventy 8 and the new Sixty 7, which has been sold by Simpson Marine to clients in Malaysia and Taiwan. In February, Philippines dealer Europa Yachts organised a group of Lagoon owners to view the Sixty 7's US debut at the Miami International Boat Show.

A Beneteau Group brand, Lagoon builds in three sites in France, but all of its motor yachts are produced in the western city of Bordeaux along with all of the brand's sailing models over 50ft. Lagoon now has more space to work with after the production of CNB's monohull sailing yachts was shifted from the Bordeaux site to Italy.

Thomas Gailly, Lagoon's Commercial Director, says: "We have 1,200 people in Bordeaux working on big units that take quite some space and require a specific building pace. It's a lot, but still not enough to satisfy the demand from the market!"

Gailly says demand for big powercats has built up gradually over the last few years, led by the first hull of the 630 MY, which completed a transatlantic crossing before its US debut at Miami in February 2015.

The new Lagoon Sixty 7 has orders from Taiwan and Malaysia

Sunreef is producing a 49M Power for a client represented by Imperial; the Polish yard's new flagship will be 161ft long and 55ft wide

"The 630 MY opened a new market for powercats over 60ft and since then we've mainly focused on that sector of the market. The news of the transatlantic crossing was a big hit, for instance, but it took time to spread the word. What we see now is that the market is getting ready," says Gailly, a regular visitor to Asia.

"The benefits of a catamaran such as space, privacy in cabins, stability and loading capacity are becoming more popular, and are now wanted in the motor yacht market. With large powercats, because the fuel consumption is much lower than on a monohull, people can now think about going further away in great comfort."

And Gailly confirms that Lagoon will continue to focus on large powercats that can be built on the same assembly lines as sister sailing yachts. "We can build the 630 MY on the same assembly line as the 620, the Seventy 8 on the same line of the Seventy 7, and so on."

POWER LEADS LEOPARD IN ASIA

Leopard, founded in 2000, actually sells more powercats than sailing yachts in Asia, although it produces three times as many of the latter each year for the global market.

Leopard is one of the world's leading catamaran brands, with over 2,000 units built over the past two decades by Robertson & Caine in South Africa, a figure that includes charter cats for sister companies The Moorings and more recently Sunsail. Annual production comprises about 150 sailing cats and 50 powercats, the latter generally between two models.

The brand's new flagship powercat, the 53 PC, debuted at the Miami International Boat Show in February before the first hull into Asia arrived in Singapore the following month. The model succeeds the hugely popular 51 PC – 137 hulls built since 2013 – and complements the existing 43 PC, with over 100 units produced since 2015.

Rafa Nadal and a client in China are among buyers of the new 80 Sunreef Power; already multiple units have been launched including Otoctone 80 (above)

The Leopard 53 PC debuted at the Miami International Boat Show in February; the first unit into Asia, hull three, was in Singapore by March

"Powercats have steadily increased in popularity for charter and more recently for private owners as well. In terms of price per cubic foot, they offer tremendous value."

Kit Chotithamaporn, Leopard

Kit Chotithamaporn, Leopard's Yacht Sales Manager – Asia, says: "Yachting is still relatively new in Asia so the majority of buyers are power boaters as it's easier to get into. In general, Asia will remain a power market and I expect it to grow as existing powercat owners will eventually upgrade and some sailing cat owners will also switch as they get older."

Leopard – which currently has no plans to build significantly bigger powercats – says its key markets in Asia are Singapore and Thailand, led by Phuket as the region's leading cruising destination.

"Leopard powercats suit cruising around Phuket as most of the waters are shallow, especially in Phang Nga Bay, so they can reach areas normally off limits due to their shallow draft. The high speeds also fit well as owners are able to reach multiple locations in a single day for day trips as there are so many great destinations in such close proximity," Kit says.

"In Singapore, owners increasingly understand the advantages of a catamaran – space, fuel efficiency and value. A 50ft catamaran would be equivalent to a 60-70ft monohull, especially on a Leopard powercat with its massive flybridge. Fuel consumption would be half or even less, so we expect more monohull motor yacht owners to also make the switch as they start to see the benefits."

Current Leopard catamarans are renowned for the brand's signature forward saloon door, which not only offers quick access to the foredeck but provides great air flow. The powercats also feature very spacious flybridges with large hardtops, excellent fuel efficiency and impressive performance, with top speeds of 24-25 knots.

AQUILA HEADS CHINA CHARGE

In China, Aquila is moving up *and* down in model length as it plans to double its range while maintaining a strong share of the US motor yacht market and growing its international reach. The brand debuted its 32 at Miami last year to complement its 36, 44 and 48, while four new models are also in build in Hangzhou, southwest of Shanghai.

Sino Eagle founded the brand in 2012 with the cooperation of MarineMax, the largest distributor in the US and a leading charter company in the British Virgin Islands. Frank Xiong, CEO of Sino Eagle, said Covid-19 had temporarily affected production but that the facility had been able to resume normal working operations in March.

"Being in China, the first area to experience the Covid-19 virus,

The Leopard 43 PC has sold over 100 units

The Iliad 70 (left) built in China is the brand's current flagship; Aquila is completing the first 54 (right) and 70 in Hangzhou for world debuts at Fort Lauderdale

Aquila was lucky enough to be among the first shipyards to return to 'normal'," Xiong said. "It has allowed us to focus on existing commitments and prioritise production based on customer demands and available shipping routes."

Despite the coronavirus, 2020 is still set to prove a breakthrough year for Aquila as the brand will launch its 54 and flagship 70 models over the summer in time for the Fort Lauderdale show.

Both have enclosable flybridges and the option of four or five cabins including a forward master cabin that spans both hulls. The 54 is predicted to hit 25 knots with its 600hp Volvo Penta engine options and have a range of 1,100nm, while the 70 is expected to have a similar range of 1,117nm and hit 24.5 knots with twin 1,000hp Volvo Pentas.

Yvan Eymieu, Aquila's International Sales and Distribution Manager, says: "The demand for bigger powercats is a natural evolution of the motor yacht market as customers look for better stability and performance, while new material and technology offer the possibility to build higher-performance motor catamarans. Catamarans took a large share of the sailing industry and we are observing a similar trend in the motor yacht segment."

Furthermore, Aquila is widening its range at the smaller end, creating a 28 as an outboard day-cruiser and developing purpose-built ribs for their 54 and 70.

Today, about 50 per cent of Aquila's annual production is for private owners in the US, 25 per cent is for the MarineMax charter fleet and the rest of the world accounts for 25 per cent, compared to just a few per cent in its first few years.

That's due in large to the brand actively growing its profile in Asia since 2018, building a dealer network that includes Simpson Marine for Hong Kong, Taiwan, Thailand, Malaysia, Singapore and Indonesia, and Saigon Yacht & Marina for Vietnam, Cambodia and Myanmar.

"We now have a strong, reliable distribution network in Asia and Australia. The teams know the products well and we've delivered boats to most key Asian yachting markets," Eymieu says.

The Hong Kong-based Frenchman also stresses that Aquila targets the motor yacht sector of the market and doesn't actively compete with other catamaran brands. "Our main competitors are the monohull motor yacht brands in the inboard segment. The Aquila 36 has such an innovative design that it created its own demand."

As evidence of the latter, he cites the 12 months leading up to June

The Aquila 54 and 70 (pictured) both have the option of a large, forward master cabin that spans both hulls, as shown in the inset picture

Fountaine Pajot is scheduled to stage the world premiere of its flagship motor yacht, Power 67, at this year's Cannes Yachting Festival

2019, where Aquila ranked fourth in the US motor yacht market from 35-37ft and fifth from 36-48ft – behind the likes of Tiara and Sea Ray – when also counting the 44 and 48 models.

FOUNTAINE PAJOT PIONEERS POWER

Fountaine Pajot has produced over 4,000 catamarans since 1976 at its historic base in La Rochelle, two hours' north of Bordeaux, and was among the first production catamaran builders to enter the motor yacht sector, in 1998.

Like Aquila, Fountaine Pajot considers monohull motor yachts the main competition for their Motor Yachts range, which comprises the MY 37, MY 40, MY 44 and brand-new Power 67.

Steven Guedeu, Group Sales Director, says: "Today, our competitors are the monohull motor yachts, but we offer a lot more volume. Our MY 44 matches with 60ft monohulls for the space."

The French brand recently launched its flagship Power 67, which impressed in sea trials and has a range of 1,700nm, fitted with twin 435hp engines and 4,000 litres of fuel. The unit will be used by her owner prior to the model's world premiere at Cannes in September.

The yacht has a 36sqm cockpit, 32sqm flybridge, optional jacuzzi in the foredeck and is available with the galley down or in the saloon. The owner's version has a 22sqm private apartment equipped with large dressing room and an Italian-style bathroom with two washbasins.

"The Power 67 meets a real demand for luxury, space, design, stability and performance with low consumption, plus she's priced three times lower than that of a monohull of the same size," Guedeu says. "She is a real villa, ideal for cruises and entertaining guests."

The new model is a huge leap for a Motor Yachts range that features designs by Italian designer Pierangelo Andreani, who has worked with the yard for four decades. The Power 67 is the sister ship of the Alegria 67 sailing cat, which made its Asia debut at last year's Singapore Yacht Show along with the MY 40, three months after the latter's world premiere at Boot Dusseldorf.

Powercats currently make up about 20 per cent of Fountaine Pajot's business and Guedeu expects that to grow slightly, but not at the expense of their sailing cats. "We eventually expect a balance of about 70 per cent and 30 per cent, and for our sailing and motor yacht markets to keep growing in parallel," he says.

Asia has become an increasingly important market for the brand and last year Yacht Sourcing in Indonesia joined a dealer network that also includes Multihull Solutions in Thailand (*see separate article*), Asia Yachting in the Philippines – where an MY 40 is expected to arrive by late summer – Speedo Marine in China and China Pacific Marine in Hong Kong.

"Fountaine Pajot has always considered Asia as an ideal cruising area. Our market share there has increased well in recent years, with development in all areas for the past two years," Guedeu said.

The yard is also committed to reducing the marine footprint of its catamarans and proposes the inclusion of renewable energy sources on all of its models, offering Eco-Cruising and Smart-Cruising options.

BALI DISTINGUISHED BY DESIGN

Bali catamarans are produced in the Catana Group's facilities in Canet-en-Rousillon on France's south coast and La Rochelle, while the group also has a factory in Tunisia.

Bali emerged as a cruising catamaran offshoot of Catana in 2014 and has proved spectacularly successful, cooperating with Dream Yacht Charter.

Fountaine Pajot staged the Asia premiere of its MY 44 at last year's Singapore Yacht Show

"Catamarans took a large share of the sailing industry and we are observing a similar trend in the motor yacht segment."

Yvan Eymieu, Aquila

Bali is now developing the Catspace MY, which features an immense flybridge

The brand only joined the motor yacht market in 2019 with the premiere of the Lasta-designed 4.3 MY (*REVIEW, Issue 52*) at the International Multihull Boat Show in La Grande Motte, but it was a strong start.

Boris Compagnon, the company's Sales Director, says: "We entered the powercat market after we saw a lot of people never use the sails when chartering a production catamaran.

"The powercat is also a way to attract newcomers who don't sail. They want to cruise at reasonable speed with reasonable consumption. Powercats are also cheaper than powerboats of the same size and offer a lot more volume and deck space."

As its sailing models from the 4.1 to 5.4 show, Bali has a track record of good design and the 4.3 MY showcased the brand's signature features developed by Catana Group founder Olivier Poncin – the solid foredeck and the 'tilting' cockpit door that lifts to completely open up the saloon to the outside.

Powercats currently only make up about 10 per cent of Bali's production, but the brand is now developing a second motor yacht, the Catspace MY, after the sailing cat of the same name debuted at Boot Dusseldorf this year. Also designed by Lasta, the Catspace MY is distinguished by a surprisingly large flybridge that extends as far back as the aft end of the hull.

Layouts include a three-cabin version with an owner's suite in the port hull or four cabins with additional bunks available in each of the forward rooms, for 10 berths.

SILENT GROWS WITH SOLAR POWER

Like Aquila and Iliad, Austrian company Silent-Yachts only builds power catamarans, except that its models are based on solar-powered electric propulsion.

Silent debuted its 55 model at Cannes in 2018 and is currently producing its new 60 in Thailand and Italy. It's also building its flagship 80 in Italy, announcing six sales by April, while also developing an 80 Tri-Deck featuring a flybridge with 90sqm of living space.

Described as "virtually maintenance-free", the brand's catamarans use solar power via special panels on the flybridge, li-ion batteries – like in Tesla cars – and electric motors developed by Silent Yachts, enabling unlimited range without noise or fumes. The cats are principally outfitted with lightweight, recyclable materials, although the interior layout and

Bali launched its first powercat, the 4.3 MY, at last year's International Multihull Boat Show at La Grande Motte on France's south coast

Silent-Yachts is building its 80 in Italy; in April, the Austrian company announced that it had sold six units of its solar-electric flagship

decor are customisable.

Michael Kohler, founder and CEO of Silent-Yachts, said: "I built my first solar-powered prototype in 2009, which is still operational today. In fact, the owner called me and said he hadn't used the generator for the last two years.

"Silent boats are generally self-sufficient, like a sailing yacht is for cruising, but the main advantage we have is that we can *store* sun-generated power in the batteries. We also have a generator on all of our boats as a safety issue in the rare case there's simply no sunlight for a few days or any other special circumstances."

As well as propulsion, solar power also sustains the household items on board like air-conditioning, lighting, refrigeration, cooking, AV equipment and on-board systems.

As well as solar technology, Kohler is also a firm believer in the increasing popularity of power catamarans.

"At the Cannes show, there were only a few power catamarans five years ago and these days there are over a dozen. Multihulls are multiplying and the trend is definitely going towards more comfort and luxury – and we can deliver this luxury without using a generator."

Silent is producing its 60 at the Bakri Cono shipyard in Rayong near Pattaya in the Gulf of Thailand, which has experience of producing solar-powered catamarans.

The Silent 60 is available with a range of accommodation layouts, from three cabins up to six cabins. The shipyard has also created the design and moulds for its own H70 model, a development of its Heliotrope 65.

Leopard's Kit Chotithamaporn says multi-hulled motor yachts "still represent a small portion of the overall motor yacht market" but that this niche sector will continue to grow in demand, just as sailing catamarans have.

"Powercats have steadily increased in popularity for charter and more recently for private owners as well. Firstly, there are the obvious reasons like space, comfort and stability, and that they're a lot more economical than monohulls," he says.

"Secondly, the products have continuously improved in terms of design outside and inside, ergonomics, interior finish, luxury and the level of equipment on board. Finally, in terms of price per cubic foot, they offer tremendous value."

If sales in the US are any indication, powercats – the niche within a niche – could eventually become as mainstream as their sailing sisters.

The absence of an engine room allows for a huge garage on the Silent 80 (left); the Silent 60 (right) is being built in Thailand by Bakri Cono

JOIN THE **COOL CATS**

Sailing catamarans have been the driving force behind the growing popularity of multihulls across the world and in Asia itself, where there's a special appetite for group getaways to explore the region's yachting hot spots.

WORDS **JIM LOE**

The second Lagoon Escapade Thailand, organised by Simpson Marine

Asia is an ideal playground for cruising cats as shown by annual Lagoon Escapades in Thailand (pictured) and the Philippines

Asia's love affair with sailing catamarans is arguably best illustrated by the annual Lagoon Escapades held in Thailand and the Philippines, where the events showcase Southeast Asia's stunning scenery and give a window into the special camaraderie among owners.

Simpson Marine, Asia's biggest dealer, manages the Lagoon Escapade in Thailand, where it represents the French brand as well as in Indonesia, Malaysia, Singapore, Hong Kong, Taiwan and parts of mainland China.

The dealership has sold about 400 Lagoon catamarans into Asia – the majority of them sailing cats – since the mid-1980s, confirming the huge appeal in this region of the world's biggest producer of cruising catamarans. In China, the brand is so popular that the word for 'Lagoon' is sometimes used to mean catamaran.

Lagoon sailing cats have also become the core of the Simpson Yacht Charter fleet, with models including 400, 40 (two), 42 (two), 450, 52, 560, 620 (two) and a flagship Seventy 7, *Joy*, which was sold by Simpson Marine to a Singapore-based client and is currently based in French Polynesia. Two other units of the Seventy 7 have been sold to clients in Asia by other dealers.

Thomas Gailly, Lagoon's Commercial Director, says: "We're happy with Lagoon's market share globally, including Asia. Lagoon is the leader in catamarans and we feel it in every part of the world. With more than 5,000 Lagoon catamarans sailing all over the different seas, the brand is clearly recognised as a reference."

Last year, Gailly attended the second Lagoon Escapade Philippines organised by local dealer Europa Yachts. The first-ever Seventy 7, *Abby Grace* – used for the model's world premiere at Cannes in 2016 – was among 11 catamarans and over 100 guests that sailed from Punta Fuego Yacht Club to Puerto Galera.

"With more than 30 Lagoons from 40-77ft in the Philippines, Lagoon is the country's dominant catamaran brand. Europa Yachts took the initiative to gather its clients for Lagoon Escapades and year after year, the owners became friends and it really became a nice community of happy sailors," Gailly says.

"This type of event has now become particularly big in Thailand with Simpson Marine and Australia with The Multihull Group. Lagoon Escapades take place all over the world and are really dedicated to Lagoon owners, showing the spirit of the brand. We keep on pushing these events with our dealers, which means that there are still plenty more to come."

Fun at the second Lagoon Escapade Thailand last October (left); the Lagoon 46 (right) was launched in 2019

The Sixty 5 (left) is Lagoon's newest model; Philippines-based Abby Grace (right) is one of three Lagoon Seventy 7s sold to Asia-based owners by different dealers

"The catamaran market is still growing fast and we've seen more competitors in recent years. It's a good thing, with new products addressing niche markets, and great innovation from everyone. At the end of the day, it all benefits the catamaran market."

Thomas Gailly, Lagoon

Lagoon certainly provides customers plenty of choice and currently offers a dozen models from 40-77ft including the brand-new Sixty 5, which was due to premiere in April at the now-cancelled International Multihull Boat Show at La Grande Motte.

The Lagoon 46, which debuted at Boot Dusseldorf last year, and the 40 and 50, both unveiled at Cannes in 2017, are among other new models from a catamaran builder determined to stay in pole position despite growing competition.

"The catamaran market is still growing fast and we've seen more and more competitors coming to the market in recent years. It's a good thing, with new products addressing niche markets and great innovation from everyone. At the end of the day, it all benefits the catamaran market," Gailly says.

"Lagoon, however, benefits from a virtuous circle around its reputation. The Lagoon brand keeps on attracting the best distributors, so together with our very strong facilities and organisation in France, it creates an unbeatable level of customer service, a key factor in our development. This is true from more mature yachting markets like Hong Kong to developing markets like Vietnam.

"So, as we keep investing in innovation and the quality of our products, as we've done for 35 years, Lagoon should secure its market share for many more years."

SUNREEF LOOKS AHEAD TO ECO ERA

Sunreef is among competitors at the larger end of the market and in April it announced the completion of the Chinese-owned *Double Happiness (see NEWS)*, the eighth hull of the Sunreef 80 that debuted at Cannes in 2018 and has secured over a dozen sales. Southeast Asia has also welcomed sailing cats from the Polish yard in recent years.

The Supreme 68 *Eagle Wings* has established itself as one of the region's most popular charter yachts since its world premiere at the Singapore Yacht Show in 2016, with the following year's event hosting the handover of the 62 *Annette 2* to Anthony Lim, then Commodore of the Changi Sailing Club.

Currently transferring to new premises in the north-coast city, the Gdansk builder is preparing to launch its new 70 this year to complete a new-look sailing range headed by the 80 and including the 60 and 50, models that debuted at Cannes in 2018 and 2019 respectively.

Sunreef has gained global headlines over the past year for new large powercats including 100, 110 and 49M (161ft) builds, but Sunreef President Francis Lapp believes the business will continue to be dominated by sailing models, which he expects to make up 70 per cent of production even after two more Power models are launched in the coming year.

Last year's Lagoon Escapade Philippines featured 11 catamarans sailing from Punta Fuego to Puerto Galera

In late April, Sunreef announced its new Eco range of solar-powered luxury catamarans, which will include 70 (pictured) and 80 sailing models

"I think sail catamarans will always be our biggest share because so many of our customers want the lowest fuel consumption," says the Frenchman, who founded Sunreef in 2002.

Over the past year, Sunreef has introduced eco-electric versions of its 50 and 60 sailing models, showing the latter at Cannes last September, and in April it announced an all-new Eco range of catamarans, which will start with 70ft and 80ft models in both sailing and motor yacht versions.

The Eco sailing cats will feature specially developed solar panels on the hulls, flybridge and even mast.

"I've always been a proponent of green technology. When I entered the yachting business in 2002, I chose to specialise in catamarans and one of the reasons was because they were the eco-responsible choice at the time as they have much less drag than monohulls, so consume much less fuel," Lapp says.

"Over the years, we've met more and more customers asking about silent propulsion and air-conditioning without running the generator, lithium batteries and so on. Years went by and we evolved quite a lot and recently introduced electric propulsion, but the Eco range is about a lot more than just propulsion. It's also about the materials used in the yachts and storing solar power for all the household items so you never have to use the generator.

"We can see a lot of shipyards trying to build eco-responsible, but we always think a step ahead. We've always been ambitious. We have a young team with great ideas and we're implementing those with the Eco range. This is the future."

FOUNTAINE PAJOT EXPANDS IN ASIA

Fountaine Pajot also offers solar-powered solutions and has also made strong inroads into Asia over the past couple of years. The La Rochelle builder staged the regional debut of its stunning flagship Alegria 67 sailing yacht at last year's Singapore Yacht Show, complete with an onboard performance by French-Vietnamese harpist Heloise La Harpe. A new Alegria 67 is expected in Thailand later this year.

The Sunreef 80 Double Happiness (left) was built for a Chinese owner; Sunreef has sold over a dozen units of its 80 (right)

Fountaine Pajot staged the Asia debut of its flagship Alegria 67 (left) last year and this year will launch its new 59 (right; see separate article for more details)

Also later this year, the shipyard will release its 'New 59' designed by Berret-Racoupeau, the La Rochelle design studio behind the Alegria 67 and other recent sailing yachts by Fountaine Pajot, which has produced over 4,000 catamarans since 1976.

Inspired by the 67, the 59 will feature a 30sqm flybridge and a 27sqm cockpit to ensure guests can enjoy large outdoor areas, as well as up to six cabins down below (*for more details on the New 59, see separate feature)*.

As well as the big models, Fountaine Pajot offers a comprehensive range from 40ft including its most recent launch, the Elba 45, which had its world premiere at Cannes last year. A new Elba 45 for a Korean owner arrived in early May, while Yacht Sourcing, appointed as the yard's Indonesia dealer last year, has ordered a four-cabin unit for potential delivery by the end of 2020.

"Our Elba 45 has been adapted to tropical specs and with four cabins because we think it will be both a great owner yacht and charter boat," says Xavier Fabre, Yacht Sourcing's co-founder and Director of Sales. "It's ideal for charter guests to discover Indonesia's islands and waters."

Fountaine Pajot's other sailing models include the Saba 50, Saona 47, Astrea 42 and Lucia 40, one of which was sailed by its Taiwanese owners on a cruise to Japan just ahead of the Covid-19 lockdown.

An Astrea 42 ordered by China dealer Speedo Marine arrived in April, while a Saona 47 (owner's version) is expected in Hong Kong by late summer for a client of local dealer China Pacific Marine.

Multihull Solutions (Thailand, Malaysia and Singapore), Asia Yachting (Philippines) and HBS Yachting (Korea) are among the builder's other dealers in Asia.

Commercial Director Steven Guedeu says sailing yachts make up about 80 per cent of Fountaine Pajot's annual production and expects sales figures to keep growing, along with its burgeoning motor yacht range.

"The way we design our cruising catamarans is based on our conviction that the ultimate experience of boating combines sensations and emotions with great comfort and spaces for socialising. That is why, at Fountaine Pajot, we never separate the focus on performance from our aesthetic approach," Guedeu says.

"By relying on the talent of renowned designers, we have been able for the past 40 years to reinvent the balance between French refinement and audacious technical achievements. The unique design and the refined line of our hulls guarantee performance while adding a combination of comfort, stability, agility, sensations and elegance on the water."

LEOPARD LEADS WITH LOUNGE

Leopard is another of the world's leading catamaran builders and has produced more than 2,000 over the past two decades in South Africa, including for sister companies The Moorings and Sunsail. Today, the brand offers a well-tested range of four sailing catamarans –

An Elba 45 recently arrived in Korea and another has been ordered for Indonesia, where Fountaine Pajot has been represented by Yacht Sourcing since last year

Leopard recently launched its 45 Lounge (above), a feature that first appeared on the 50 and includes a seating area, sunbed and table on the hardtop

The Leopard 50 is among four sailing models in the South Africa-built range of catamarans and had its Asia debut in Thailand in 2018

40, 45, 50 and 58 – and a unique ocean cruising pedigree.

"Leopards are proven blue water sailing catamarans as we've delivered over 1,300 boats on their own bottom from Cape Town to destinations all over the world," says Kit Chotithamaporn, Leopard's Yacht Sales Manager – Asia. "We're the only catamaran builder that can claim this."

The latest Leopard offering from the Robertson & Caine shipyard in Cape Town is the Leopard 45 in a Lounge version. The new edition essentially adds a hardtop lounge with seating area, sunbed and table beside the elevated starboard helm, as seen on the Leopard 50 that was premiered in early 2018 and had its Asia debut in July of that year.

The accommodation has also been upgraded on the 45, which is available in three or four cabins, and features exterior and interior design by Robertson & Caine and Simonis Voogd naval architecture.

The 40 is available with three or four cabins and features an interior design that was upgraded two years ago. The 50 is available in four or five cabins, while the flagship 58 offers four to six cabins and has a flybridge that seats 10.

The shipyard builds about 150 sailing yachts and 50 powercats a year, with about half Leopard branded for private owners. As well as their seaworthiness and well established cruising capabilities, Leopard catamarans are also noted for design innovations such as the forward saloon door and foredeck cockpit, which first featured on the former Leopard 44.

"These are the two main features Leopards have come to be known for now," says Kit, who says the ventilation offered by the forward door is a bonus in hot climates along with the no-maintenance hardtops covering the aft cockpit, helm station and forward cockpit.

Other key features include stepped hulls that emphasise volume above the water line, a powerful sail plan, a safe rig featuring double back stays and rigid boom vang, and a clever deck layout ensuring all lines lead back to the helm station to allow for single-handed sailing. In addition, there's also an electrical davit system that turns dinghy and outboard motor lifting into a single-button operation.

Bali debuted its new Catspace (left) at Boot Dusseldorf in January and more recently launched its 4.8 Open Space (right)

BALI BULLISH WITH NEW MODELS

Bali is a relatively new brand, having emerged from Catana in 2014, but has quickly developed a strong range of sailing catamarans boosted by the addition of three new models in 2020.

The Catspace Sail was the first of this year's new offerings and was on show for the first time at Boot Dusseldorf, a show that could host the motor yacht version next year. The Catspace Sail features the Bali trademarks – both developed by Catana founder Olivier Poncin – of the solid foredeck and tilting saloon door, which can be raised and slid beneath the roof to completely open the interior to the outdoors, as well as many other outstanding features.

"The Catspace is just 40ft long yet it can have two forward cabins as big as the aft ones," says Boris Compagnon, Bali's Sales Director. "The volume on this boat – specifically the cabins, foredeck, saloon and flybridge – is unique on the market for its size."

The 4.8 Open Space is the brand's most recent launch and offers a six-cabin, six-bathroom version, which Bali believes is "unheard of on a 48-footer". Features include the brand's tilting saloon door and forward saloon door, as well as a foredeck cockpit with lounge and sunbathing area, and a relaxation area on the coachroof.

Originally scheduled to premiere at the now-cancelled International Multihull Boat Show at La Grande Motte, the yacht is now expected to debut at the Cannes Yachting Festival.

The 4.6 is the next new model and was initially slated to debut at Cannes, although all release plans need to be confirmed due to the Covid-19 pandemic. Like the 4.8 Open Space and flagship 5.4 Open Space, which premiered at Cannes in 2018, the 4.6 will also feature a forward saloon door and has the option of three, four or five cabins, the latter a "unique offer on a 45ft cat" according to the shipyard.

Phuket-based Asia Marine was appointed as Bali's dealer in Thailand last year and is expecting a 4.1 sailing catamaran later this year. The dealer's sister company Asiamarine covers Vietnam and Cambodia, while Beaufort Marine in Hong Kong is also among seven dealers in Asia, where Compagnon believes the new brand has room to grow.

"Bali already has a very high ranking globally," says Compagnon, who estimates sailing cats make up 90 per cent of Bali's output, as the brand has only launched one motor yacht so far. "Overall, we are a bit behind in the US and Asia, so we can see growth in these markets in the future."

Bali is completing the 4.6, the last of the brand's three new models scheduled to launch in 2020

Rafa Nadal, winner of 19 Grand Slam singles titles, with Francis Lapp, founder and CEO of Sunreef Yachts

PERFECT MATCH

Rafa Nadal is set to receive hull four of the spectacular 80 Sunreef Power in his native Mallorca, as the Spanish tennis star joins the Polish builder's growing family of cat owners.

WORDS **FRANCES & MICHAEL HOWORTH** PHOTOS **SUNREEF YACHTS**

Hull one of the 80 Sunreef Power premiered at the Cannes Yachting Festival last September before Sunreef launched hull two in Gdansk this March

Having married his long-time girlfriend in Mallorca last October, Rafa Nadal has recently been preparing for another major event – the arrival in May of his new 80 Sunreef Power.

One of the world's best-known sportsmen since winning his first Grand Slam as a teenager, Nadal has lived his whole life in Mallorca. And as a native of the stunning Balearic Islands off the coast of mainland Spain, the tennis superstar has long enjoyed yachting as a calming retreat from his arduous training regime.

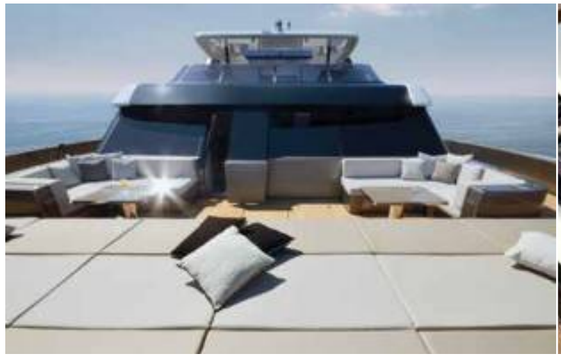
Yet when the Spaniard sought to trade up his MCY 76 and buy a larger boat, he signed up to buy hull four of Sunreef's current flagship motor yacht long before the first unit had even launched.

Francis Lapp, founder and President of Sunreef, recalls: "In 2017, he visited our booth at the Cannes Yachting Festival and stayed one or two hours.

"In 2018, when we were showing the 80 sailing cat, he visited our stand for three days! We explained the 80 powercat would offer similar space with a little more beam, and we made the deal."

In fact, Nadal – like us – only saw an 80 Sunreef Power for the first time when the model premiered at last year's Cannes Yachting Festival.

The 80 Sunreef Power is 18cm longer and just over 1m wider than a doubles tennis court



The foredeck features an enormous row of full-length sunpads, while the flybridge has a similar arrangement aft; hull one features a jacuzzi, but hull two doesn't

NEW POWER RANGE

Aria, the first hull, was unveiled at Cannes one year after the Sunreef 80 sailing catamaran had her debut at the same show.

The Sunreef 80 is the biggest model in the builder's new range of sailing catamarans, which also prompted a new range of powercats, according to Lapp.

"We received fantastic feedback from our sailing yacht clients, but we quickly witnessed new demand for motor yacht options," says Lapp, who founded the company in Gdansk in 2002.

Although appearing a year after the 80ft sailing version, the 80 Power is actually an evolution of two previous Sunreef powercats: the 70 Power launched in 2008 and the 60 Power from 2012.

The success of the models, which sold 17 units in total, prompted Lapp to think bigger still, an idea that was realised after the evolution of the new sailing range.

"We took all the knowledge of the 70 and 60 motor yachts, then applied it to the 80 Power and a new generation of motor yachts," Lapp said.

Despite sharing a model name with the company's flagship sailing catamaran, the 80 Power was designed from scratch, with a completely new hull.

The hull is 23.95m (78ft 7in) in length, so 40cm shorter than its '80' sailing counterpart, yet it's also 50cm wider, with a 12m beam that's significantly wider than other powercats in its sector.

"We don't just take the mast off a sailing cat and say, 'There's a powercat'. The hulls are completely different," Lapp emphasises.

"We work on a motor yacht hull from scratch. The sailing yacht has a more banana-shaped hull, whereas the motor yacht has a flatter structure. Hull shapes are very important to us."

LEADER OF THE PACK

As seen on *Aria*, the 80 Power's hull has a bold, contemporary style and high bulwarks.

Aria is fitted with teak decks, while the interiors and décor were customised to the tastes of her owner, whose brief was for a Miami high-rise style décor that offered both comfort and privacy.

A huge covered cockpit welcomes guests and has a wide sofa, a dining table and four aft-facing chairs. Doors open fully to an enormous saloon with large windows on all three sides.

Portside is a large L-shaped sofa, coffee table and chairs, while there's a long dining table to starboard, with seating provided by a large sofa on the far side and a row of chairs. Forward is a bar and a

The innovative jetski 'garage' sits under the aft cockpit sofa, which can be raised upwards and aft to allow access

An adjustable sofa is a key feature in the enormous covered cockpit, which makes the most of the yacht's beam of 12m (39ft), about half of its overall length

helm station, which sit either side of a central door to the enormous foredeck.

However, the saloon and pretty much all on-board spaces can be customised. The saloon, for example, can accommodate a large galley on either side or forward, while the forward area can even be used for a master suite, with a double bed facing the bow terrace.

THE GREAT OUTDOORS

The foredeck is one of the show's signature spaces, a vast area with an L-shaped sofa and a coffee table on either side, and an almost full-beam row of sunpads in front.

On the upper deck, the immense flybridge can also be customised. On *Aria*, there's another vast expanse of sunpads at the back, although the centrepiece of the aft area is a round spa pool surrounded by a great semi-circular bar with four fixed bar stools offering great views.

On each side further forward, there's a corner sofa, coffee table and helm station – so, three in total – while the centre of the flybridge has been left clear like a dancefloor, indicating that this could be a great party boat.

In fact, both the flybridge and aft cockpit have been equipped with lavishly sophisticated home entertainment systems.

However, the real party piece on *Aria* is the jetski garage, which sits under the aft cockpit sofa on the main deck.

The entire sofa can be pivoted upwards and aft, allowing someone to sit on the jetski before the central platform descends directly into the water and off you jet!

Behind the cockpit, an aft platform lifts up and down between the two stairways and can also be used to carry a tender or other water toys.

MULTIPLE CABIN LAYOUTS

There's enormous flexibility in the cabin arrangement. *Aria* features an aft master cabin and a guest cabin in the starboard hull,

Sunreef offers multiple possibles layouts for the main-deck interior, which on hull one features a lounge to port and a long dining table to starboard

On hull one, the owner's suite is situated in the centre of the starboard hull; aft is the en-suite bathroom, which features exceptional design and finish

while the port hull houses a VIP cabin forward, a crew cabin and galley aft.

The crew quarters, along with the galley and crew mess, can only be accessed from the aft cockpit, allowing both crew and guests privacy. There's also a small crew cabin in the starboard forepeak.

Multiple layout configurations are available for crew and guest cabins, and the immense volumes in the hulls of the 80 Sunreef Power give plenty of room to tailor a layout to very specific requirements.

Sunreef has a strong tradition of creating bespoke layouts and décor on its yachts, and that offer is enlarged on the 80 Power due to its enormous size.

Nadal's customisations, for example, include a private drop-down balcony in the master cabin.

"When it comes to onboard customisation, the options are limitless," Lapp says. "I am really happy when the client wants to change the layout and design because I don't want to make two boats that look and feel the same

"In fact, I'm almost disappointed if a customer is happy with our default design layout and décor, although many are," he adds with a chuckle.

The design of this 78-footer is a milestone for the company and another example of the growing appetite for large powercats, a niche sector until recent years.

Yet Sunreef is already working on a 100 Power, a 110 Power and a fully customised 49m (161ft) motor yacht, more than double the length of the 80.

For now, the 80 Power is Sunreef's flagship motor yacht and has a new owner in Mallorca who's set to draw further attention to the Polish builder's pioneering powercats.

www.sunreef-yachts.com

The helm station on the main deck is complemented by two more on the flybridge

DECKS & SPECS

Length overall 23.95m (78ft 7in)
Maximum beam 12.0m (39ft 4in)
Draught max 1.25m (5ft 7in)
Engines 2 x 575hp or 2 x 1,200hp
Fuel capacity 16,000 litres (4,225 US gallons)

Water capacity 1,600 litres (423 US gallons)
Top speed* 24 knots
Cruising speed* 14 knots
Range* 3,000nm
Capacity 12 guests + 4 crew
Certification Category A

** With twin 1,200hp engines*