

TECNOMAR



YACHT style

ASIA'S AWARD WINNING YACHTING LIFESTYLE MAGAZINE

# YACHT style

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NEW  
MODELS AT  
CANNES +  
MONACO



EXCLUSIVE:  
LÜRSSEN 135M BOUND FOR ASIA  
CAMPER & NICHOLSONS' ASIAN EXPANSION  
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SHIPYARD REVIEW & CEO INTERVIEW: SUNSEEKER  
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ISLAND + COASTAL GETAWAYS

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HONG KONG: HKD80  
SINGAPORE: SGD12  
MALAYSIA: MYR32  
THAILAND: THB350  
REST OF THE WORLD: USD12

LuxLine



Features aboard the big cats like the SEVENTY 8 are, however, quite similar whether the vessel is set up for exhilarating sailing or pure power

Lagoon is an acknowledged maestro of the sailing cat. Central to the surge that saw France quickly become the world's #1 exponent of multihull sailing, the yard launched its first vessel 35 years ago, and it currently has 11 sailing cat models on offer.

But recently it unveiled its first power cat, the Lagoon 630 MY, followed by the Lagoon SEVENTY 7 and Lagoon SEVENTY 8, reviewed in *Yacht Style's* last two issues. One is a sailing cat, the other a power cat.

This in itself recognises that after decades of nothing but sailing cats, there has been a distinct market shift toward power cats, by no means eclipsing the sailors, but still a significant trend.

A Lagoon spokeslady points out that obviously sailing cats can be used as highly economic long distance cruisers, and this has underpinned their undoubted popularity. Using mostly wind power, they are environmentally friendly as well, and thus tick two prime boxes that appeal to modern boaters.

Although they require a real passion for sailing, there are plenty of such people around: the need for more sailing abilities and sea knowledge to get out on the water is offset when the possibly noisier and vibrating engine is turned off.

Those aboard become "at one" with the wind, which is an ages-old argument between sailing or power monohull owners as well. Swish swish, and the scend of the sea. It can induce an almost transcendental state.

Lagoon has found that families are interested in both options, but business types edge toward power cats. These latter models are associated with a little more luxury and comfort, and they don't require raising and tending the sails.

Lagoon SEVENTY 7 sailing and power SEVENTY 8 on facing page hedge bets between two types of multihull buyers. Note winches and ropes needed for sailing that are not necessary on a power cat



# POWER CATS COMPLEMENT RECENT SAILING CAT SURGE

*A debate on relative merits of sailing and power cats appears to be hotting up, and could not be better encapsulated than in latest model releases from French builders Lagoon - part of the Beneteau Group - and Fountaine Pajot to Polish Sunreef Yachts, without forgetting the growing range being proposed by Aquila and Leopard Catamarans. We consider the factors in choosing Sail Versus Power, and experts in this field present some surprising thoughts on what is involved.*

WORDS ROSS WOLFE PHOTOS YARDS





*The Aquila 44 joins the Aquila power catamaran line up, combining efficiency in design and performance*



*Onboard the Aquila 44 you will enjoy a 360° view from the very spacious flybridge with comfortable sunpad seating*

Power cats are less dependent on the prevailing weather, to an extent, but still in Lagoon's case, this is a much smaller market. Sailing cats continue to rule the roost.

Sunreef, the large Polish builder that has extended its model range into the realms of multihull superyachts, has a similar story to Lagoon. They now offer Sunreef 60-70-80 power cat models, but the rest are sailing cats.

These immaculate vessels are also selling Asia-wide and can be found in most ports, reflecting the recent rise of multihulls in either category. If unable to see models locally, the next big boat show at which latest offerings will appear is the Cannes Yachting Festival 11-16 September.

Chinese-built Aquila cats are somewhat different to the big brands in that they set out to be power cats in the first place, which Asia-based Commercial Director Yvan Eymieu says is a strong advantage.

"We didn't try to convert a sailing cat into a power cat", he remarks. "Our initial 36, 44 and 48 foot Aquilas were designed as power cats from the outset, and they combine important elements like quality, comfort, reliability and balanced performance."

"The Aquila 36 and latest 30 are probably the biggest breakthroughs by creating a product that is not offered by any other brand in the world today".



*Aerial view of the Sunreef 60 Power, but like Lagoon, sailing cats are more in demand*

Aquila President Lex Raas started Leopard cats in 1995, and sold them into charter fleets as CEO of The Moorings and Sunsail, before moving on to production of Aquilas at Sino Eagle in Hangzhou near Shanghai.

Leopard has since completed Hull #100 of their highly popular Leopard 51 Power Cat, and Asian Sales Manager Kit Chotihaporn says 11 have already been delivered to Southeast Asian owners.

They are built at Robertson and Caine, designed by Simonis Voogd, stability begin the keynote and excellent fuel efficiency.

One very experienced executive who has studied the sail versus power cat market in some depth is Mark Elkington, Managing Director of Asia and Australia-based Multihull Solutions.

He has long been associated with Fountaine Pajot, but has branched out to include other brands in his portfolio, and is introducing the Iliad range of carefully controlled China-built power cats next year.

"Many of our power cat buyers are coming from our sailing cat clientele", he says. "They are getting to that age where a glass of red and a key to turn beats tugging on ropes and sheets to get to a destination. That said, the sailing cat market is still growing enormously."

"Choosing a production multihull of any kind to suit your boating lifestyle can be a difficult process. It is a series of compromises, and accepting some design and layout areas in the boat that may not be ideal, as long as the most important features for your boating project and lifestyle afloat are all there. Then there is sail versus power."

"I regularly see buyers purchasing a multihull that is so far from their initial project brief, tempted by a quick delivery, a cheap price or a deal offered by the supplier, an engine brand, or even a stairway they like to the fly bridge. But they sacrifice all the things that they said were important at the start of their buying process."

"For example, I had a buyer late last year who wanted a hull specifically designed for a power catamaran, not a sailing catamaran hull converted, or a hull with little R&D."

"The boat had to be proven off-shore, a comfortable dry boat at 15-17 knots in an average seaway, long range, positive floatation, and have the ability to carry reasonable loads for extended passages, both coastal and island hopping."

"He ended up being persuaded by a supplier to purchase a sailing catamaran that had none of the features important to him in the initial consultation with us. The enjoyment of taking delivery of this 'great deal' will quickly pass as he comes to the realization that he has taken all the wrong compromises."



*Slightly larger sister, the Sunreef 70 Power. The range has been extended to to 80 feet*



*Sunreef 102 Double Deck sailing cat is one of this Polish yard's larger models. She has superb amenities*

“So, what are the lifestyle and feature differences between a well-designed sailing and power multihull? Firstly, they both offer many of the same benefits.

“Stability at anchor and underway without costly stabilizers, very large interior and exterior living areas compared to similar size monohulls, exceptional privacy for the owner, as sleeping accommodation is separated in a dedicated hull, good fuel economy, shallow draft, and well-above-average re-sale values.

“It then comes down to how you enjoy boating, to make the decision between sail and power. We all approach boating with lifestyle in mind and your boating background will play a big role in your choice. But as I said earlier, the right choice stems from a list of compromises that you cannot live without.

“Power multihull buyers generally don’t want to deal with the sails and all the activity that goes with raising, reefing, trimming etc, and they usually want to travel between locations at a speed that a sailing catamaran won’t achieve.

“They are generally more experienced boaters who have had a number of previous boats and know what they want in a new design, although I’ve also seen some interesting one-offs that are almost impossible to re-sell.

“We see many power cat clients who have owned sailing mono and multihull boats. The swing to power appears to be for the same reasons, like not being as agile as they were in their younger years to handle the sails, and all the activity that goes with the sport.

“They feel safer not having to be on deck to manage changing weather conditions when under sail, and generally prefer just a turn of a key from a protected all-weather helm station.

“Some simply want to travel to their favourite anchorages and

waste less time getting there, and a few say they have a bridge height issue to navigate after relocating to a new home, so the power catamaran “air height” allows less tidal-affected passages.

“Sailing multihull buyers are generally sailors by nature and enjoy the quiet lifestyle afloat that sailing offers while underway. They also enjoy the activity of sailing and the challenges that the sport offers.

“For those who have experienced sailing a well-designed sailing cat on a broad reach passage-making, with the wind blowing at around 90 degrees to either side of the boats heading, this can provide some of one’s most memorable days on the water.

“And the wind if free like this, there is very little fuel cost apart



*Popular choice for those seeking longer distance cruising capabilities in ultimate comfort has been the Sunreef 82 Double Deck*



*Leopard 51 power cat has been sold into many charter fleets, providing additional income when not in use by the owner*





*Fountain Pajot's Saona 47 sold in Asia and Australia by Multihull Solutions is one of this French builder's most in-demand sailing models, as is the M44 power cat, and the dealer has now begun its own custom Iliad power cat production in China*

from running an engine or generator occasionally to charge batteries. A standard production sailing catamaran is very capable of sailing around the world using wind power, whereas a power catamaran of 50 feet LOA for example will not carry the fuel required to make such long isolated ocean passages.

“Sailing does, however, come with its own list of compromises. You cannot sail directly into the wind, and at times you have no choice if you need to get to an anchorage and the wind turns against you.

“The choice is to drop the sails and motor, or tack - sail around 45 degrees either side of the wind direction - so a passage to windward can be slow-going at times, and uncomfortable if seas build above two meters.

“Additionally, a well-designed cruising multihull will average around 7-8 knots in general trade wind conditions (12-18 knots). Some designs will travel faster, but it is often the sea and wind that will dictate your speed, not the performance of your sailing multihull.

“In summary, I have seen the biggest swing to multihull designs over the past few years, after a 20+ year history of working within the boating industry.

“The reasons are logical, and it is very rewarding to see our companies with forward multihull orders exceeding 40 new builds, in comparison to this time three years ago.

“And while these multihull boats may not have as great looks of some of our sexier monohull cousins, the leading multihull shipyards and designers are closing the gap and improving all the time.

“Power or sail? It is all about the distance you wish to travel in isolation and what you want to achieve from life afloat. Both offer something that the other cannot. In a perfect world, I would have one of each, and a really nice sailing dinghy hanging of the davits”.

There are other aspects which space dictates will have to wait for a future issue, such as long-time sailing cat aficionado Anton Marden recently switching to a power superyacht trimaran called *Adastra*, built by McConaghy in Zhuhai, and recently in the Caribbean via the Pacific under her own power.

And Karl Kwok, now in his 70s, turning up for the Rolex CSR in a MOD 70 trimaran. He explained: “I’ve been a monohull sailor since 1975, so really this has been a brand new experience. All I can say is that it’s not as comfortable as a monohull, but it’s super fast. We notched 37 knots. At that speed you are like a motor boat with the same amount of shaking and rumbling. As I get older I guess this is the only way to save precious time racing. You can do offshores in less time”. To be continued. ☺



*Aquilas, seen here on waterways in Florida, are designed as power cats from the outset. There is no sailing cat in the range. They too are built in China*



Applying a multihull design to a day cruiser concept allows for a massive gain in lounging space, and extreme stability at high speeds. Naturally balanced, the 40 Open Sunreef Power doesn't require stabilising systems, and provides a "fast and safe navigation experience", according to the shipyard. This model comes in planing and hydrofoil versions, and the 40 Open Sunreef Power is equipped with a dynamic inboard propulsion system and can range from the 2x435 HP to 2x860 HP, which offers impressive potential speeds of over 60kts.

Taking speed to a higher level, the hydrofoil-equipped 40 Open Sunreef Power H is offered in multiple outboard engine configurations from 2x627 HP to 4x400 HP. The innovative retractable hydrofoil system implemented lifts the boat above the water when cruising above 25kts. As a result, the 40 Open Sunreef Power H can glide above the waves to attain speeds up to 60kts in foilborne mode. With the drag reduced to an absolute minimum, the boat also benefits from extremely low fuel consumption and long range.

Sunreef Yachts presented the first open foiling catamaran concept in 2014 during the Cannes Yachting Festival. Since then, the company's engineers and designers have been developing the concept to achieve the world's most technically advanced multihull luxury speeder available on the market.

**BROAD HORIZONS FOR LUXURY**

A beamy alternative for classic day boats, the 40 Open Sunreef Power represents a new level of onboard comfort. Two lateral aft folding platforms enhance the already generous living space on board, creating

perfect conditions to enjoy watersports. The volume below the aft sunpad conceals immense storage to keep water toys and diving gear at hand. The helm, fitted with sporty seats is well protected and equipped with a touchscreen to easily scroll through the boat's systems.

The bow-placed dining area uses the beam of the boat expertly, providing for a maximum of surface with adjustable tables and abundant seating. Depending on the owner's wish, this part of the deck can be turned into a comfortable cabin perfect for overnight trips. Big volumes are also available down in the boat's hulls to house a bathroom, an additional bedroom or utility room. Premium audio-video systems and individually selected tech gear, custom tailored upholstery and new layout solutions – the options to customise the future 40 Sunreef Powers seem limitless. ✈

**SPECIFICATIONS**

<b>LOA</b> 12.75m	40 Open Sunreef Power:
<b>BOA</b> 5.2m	H: 2x627HP / 4x300HP
<b>Draft</b> 0.7m	4x400 HP (outboard)
<b>Cruising speed</b> 35kts	<b>Design</b> Sunreef Yachts
<b>Maximum speed</b> 60kts	<b>Material</b>
<b>Engines</b>	Advanced composites
40 Open Sunreef Power	<b>Category</b>
2x435HP - 2x860HP (inboard)	B and C

Two lateral aft folding platforms enhance the already generous living space on board

# SUNREEF YACHTS POWER OPEN 40 VAST, FAST AND FURIOUS

*With years of expertise in large luxury multihull designs, Sunreef Yachts is now introducing a dynamic catamaran day cruiser to its range. Presented at the Singapore Yacht Show, this ingenious yacht is big, stable, fast and customisable, making it the perfect day cruiser.*

WORDS SUZY RAYMENT PHOTOS COURTESY OF SUNREEF YACHTS

