

OFFICIAL PROGRAM 2026

ALL THE NEWS - CRUISING STORIES - MAP - EXHIBITORS' LIST - PRACTICAL INFORMATION

BY **MULTICOQUES**
HULLS
MAG WORLD

INTERNATIONAL **MULTIHULL** **SHOW**

THE SAILING AND POWER MULTIHULL REFERENCE

22 > 26 APRIL 2026

LA GRANDE MOTTE - FRANCE



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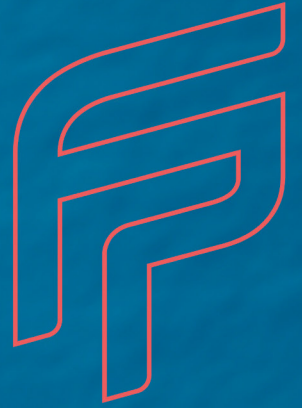
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Welcome to the

INTERNATIONAL MULTIHULL SHOW

THE SAILING AND POWER MULTIHULL REFERENCE



Anaïs David

International Multihull Show Director

The 2025 edition will undoubtedly go down as one of all records - a momentum that continues into 2026, with ever more multihulls on display. Among the highlights, the unstoppable rise of the powercat segment stands out as a defining trend. It reflects changing usage patterns and opens up new perspectives. At the same time, the presence of increasingly large units is prompting us to expand the show's boundaries and open a third marina.

This edition also marks a turning point in the show's history, with a new layout and a repositioned entrance connecting the exhibition directly to the heart of La Grande-Motte. These developments are reshaping the visitor experience and paving the way for the years ahead.

While the show continues to evolve, its DNA and ambitions remain unchanged: to present, afloat, a comprehensive and diverse panorama of the multihull world, and ashore, to offer a platform for the entire industry - equipment manufacturers, service companies, naval architects, and more.

Driven by a spirit of innovation, industry players are exploring ever more inventive ways to deliver responsible sailing solutions: hybrid propulsion, improved energy management, new materials... developments shaping today's multihulls and paving the way for those of tomorrow. To discover what lies ahead, don't miss the Multihull Design & Innovation area, a true incubator for the future of boating.

Welcome to this 17th edition, under the banner of renewal!



Jean Paul Chapeleau

F.I.N. (French Nautical Industries Federation) President

Year after year, the International Multihull Show has established itself as a major event in the global boating world. It continues to strengthen its position as the leading international trade show dedicated to multihulls, both sailing or power.

This new edition, organized by the F.I.N. and M2O, brings together industry professionals - boatbuilders, equipment manufacturers, architects, charter companies, and service providers - around a rich, innovative, and international offering. The International Multihull Show is also expanding, opening of a third marina and a new layout designed, to support growing demand while further enhancing the visitor experience.

A true game changer in the boating landscape, multihulls are attracting an ever-growing audience thanks to their ability to meet the expectations of new boaters by offering more space, comfort, stability, ease of use, and better environmental performance.

As an excellent news, several world premieres are expected at the show. The International Multihull Show in La Grande-Motte is the place to discover the very latest innovations in the multihulls market, and we are particularly proud to showcase them in Occitanie, a region with a long-standing boating tradition. We hope that this show will provide an opportunity for everyone to meet, explore new opportunities, and renew their confidence in the future.



LEOPARD
CATAMARANS



NEW
LEOPARD 46
ELECTRIC DRIVE

SAIL 43 | 46 | 52 | POWER 40PC | 46PC | 53PC

NOT JUST A CAT A LEOPARD

www.leopardcatamarans.com



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MEET US AT THE SHOW

7 CATAMARANS ON DISPLAY
AT THE MULTIHULL SHOW



Carole Delga

President of the Occitanie / Pyrénées-Méditerranée Region

In 2026, the International Multihull Show is writing a new chapter in its history in La Grande-Motte, and the Occitanie Region is proud to be part of it. From April 22 to 26, this international show - unique in the world - will showcase the innovation, expertise, and appeal of our region. It promises to be an exceptional edition.

The marine industry is a key sector for our economy and our identity. Through the 2024-2027 Nautical Industries and Services strategic plan, the Occitanie Region has chosen to actively support stakeholders in this field: boatbuilders, equipment manufacturers, ports, and tourism professionals. Events such as the La Grande-Motte show are essential tools for promoting our companies, attracting investors, and strengthening Occitanie's image as a leading destination for recreational boating.

Once again this year, the show will confirm its international reach: 20% new international exhibitors, premieres of electric and hybrid multihulls, and a dedicated innovation space, the Multihull Design & Innovation area. A showcase

illustrating how our sector is rising to tomorrow's challenges: ecological transition, technological performance, and the attractiveness of careers.

I would like to commend the energy of the organizers, who have redesigned the event to offer visitors an ever smoother experience. With an entrance located in the heart of the port, additional pontoons, and an optimized visitor route, the show will be more accessible and more immersive than ever. It is also a wonderful opportunity to discover the treasures of our Mediterranean coastline, where maritime tradition meets modernity.

Finally, this edition is an opportunity to reaffirm a strong message: Occitanie is a region where the marine industry has a bright future. With the growth of the multihull market, the development of alternative propulsion systems, and the dynamism of our ports, we have all the assets needed to remain leaders. And to achieve this, we are counting on you - professionals, enthusiasts, and citizens alike - to bring this collective ambition to life.



Stéphane Rossignol

Mayor of La Grande-Motte and President of the Pays de l'Or Agglomeration Community

2026 marks a new milestone for the International Multihull Show in La Grande-Motte. Alongside a renewed management team at M2Organisation and Jean-Paul Chapeleau, President of the French Nautical Industries Federation, the City of La Grande-Motte is proud to renew its commitment and support the development of this major event.

A true international showcase, the show perfectly illustrates the appeal of our destination, both in maritime terms and in addressing the challenges of innovation, industrial performance, design, and sustainable technological solutions. These are all areas fully aligned with the policies we are pursuing, particularly through the ambitious transformation of our tourism offering.

This momentum has been recognized with the awarding of the Green Destinations label, establishing La Grande-Motte as a global benchmark for excellence in sustainable tourism.

This recognition further enhances the attractiveness of our city, which we continue to develop—particularly by hosting congresses, exhibitions, and international events throughout the year.

True to its pioneering spirit, La Grande-Motte provides an ideal setting for this new edition of the show, whose layout and facilities have been redesigned to adapt to the modernization works of the port area as part of the Ville-Port Project.

I would like to warmly thank all the stakeholders, partners, and teams involved, whose commitment contributes, year after year, to the remarkable success of this event.

Finally, I invite everyone to fully enjoy this must-attend event in the world of multihulls: to discover, exchange, and be inspired.

Enjoy the show!

LUXURY FOR CRUISERS



SIXTY SOLAR POWER X



X54 E PLUS



SIXTY SOLAR SAIL



X40 POWER CAT



X30 SPORTCAT

Useful information



Website access

Dates and times

From April 22 to 26, 2026

Wednesday to Saturday: **10 a.m. to 7 p.m.**

Sunday: 10 a.m. to 5 p.m.

Admission fees

One-day ticket (1 person): **€15**

5-day pass (1person): **€40**

Privilege Pass (valid for two person): **€120**

Enjoy exclusive access with a 5-day pass for two people, including a return transfer (from Montpellier train stations or airport to the show), as well as two complimentary glasses of champagne at the Yacht Club.

Under 16s / Students*: **FREE**

*on presentation of proof

Payment accepted: cash, bank card

Location

La Grande-Motte (34), France

How to get to the show ...

How to get to La Grande-Motte? Located on the edge of the Mediterranean at the gates of the Camargue, the city is accessible by road, plane, train, boat or coach.



Shuttles TOTOOM

Shuttle Montpellier (train stations & airport) - La Grande-Motte - 12 return trips / day

Booking (up to 2h before departure)

- www.totoom.fr
- App : TOTOOM Shuttles (App Store & Google Play)
- +33 7 71 10 02 45
- contact@totoom.fr

Price: €12/place

From Marseille Airport

- App SOLOOM
- +33 7 71 10 02 45
- contact@totoom.fr

Special show fare: €210 / trip

NEW - Free Electric Shuttles by Totoom

To make getting around La Grande-Motte during the show easier a 100% electric shuttle service has been set up. Comfortable and eco-friendly, the shuttles run every 20 minutes between:

- The show entrance
- Pasino Partouche

Schedule:

- April 22-25: 9:30 am - 7:30 pm
- April 26: 9:30 am - 5:30 pm

By car

A75 motorway from Paris

- A9 motorway from Lyon
- A61 motorway when arriving from Toulouse
- Exit 26 (Gallargues - Aigues-Mortes - Le-Grau-du-Roi) coming from the North or East
- Exit 29 (Montpellier-Est - Carnon - La Grande-Motte) coming from the West

Two highways (20 km each) link La Grande-Motte to the A9:

- Bison futé : +33 4 91 78 78 78 (Marseille)
- www.bison-fute.equipement.gouv.fr
- Highway information - www.autoroutes.fr

By plane

Montpellier-Méditerranée Airport (10 km)

- +33 467 20 85 00 - www.montpellier.aeroport.fr

Nîmes-Arles-Camargue Airport (35 km)

- +33 466 70 49 49 - www.aeroport-nimes.fr

From the Airport, you will find a shuttle that will take you to the Place de France in Montpellier (Odysseum Shopping Center). When you get there, you have to take the bus n°606 and get off at the stop Grande Pyramide - Port, Grande-Motte. (about 45min)



By train

Daily services to and from all major cities, in particular the TGV high-speed train which arrives in Montpellier.

From the railway station take the tramway (line 1) to the station "Odysseum" where a regular coach (line n°606) provides a return shuttle service to and from La Grande-Motte (45 minutes)

- www.voyages-sncf.com

From the train station Saint Roch of Montpellier you have to take the blue tram, line 1, and stop at Place de France, then take the bus # 606. And stop at the stop Grande Pyramide - Port, Grande Motte. (about 1h)

From the train station Sud de France of Montpellier you have to take the bus n°606 and stop at the stop Grande Pyramide - Port, Grande Motte. (about 30min)



By coach

Hérault transport

- Return trip Montpellier - Carnon - La Grande-Motte
- +33 434 888 999 - www.herault-transport.fr

Bus du Pays de l'Or: From Pérols, Etang de l'Or stop, take line 4 to Grande Pyramide - La Grande-Motte stop (45min)

From Nîmes, at the bus station, take the C132 and get to the Port - La Grande-Motte stop (1.60€ per ticket, 1h15 of travel)

LET THE BEST SHIP YOUR MULTIHULL



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Multihulls on display

The multihull offering is particularly comprehensive and international, with nearly 80 boats on display, representing 39 brands from 12 different countries. Among these, there are 56 sailing multihulls and 21 power multihulls. For this 2026 edition, no fewer than 12 new models will be showcased on the pontoons: 9 World Premieres, 2 European Premieres, and 1 French Premiere featured in this program.

SAIL

Aquila Boats

Aquila 50 Sail (*European Premiere*)

Aventura Yachts

Aventura 37

Aventura 45

Balance Catamarans

Balance 580

Bali Catamarans

Bali Catsmart

Bali Catspace

Bali 4.2

Bali 5.2

Canados

Heritage 36 (*European Premiere*)

Catana Catamarans

Ocean Class 2

Cataruga

Tortue 147

C-Catamarans

C-Cat 38

C-Cat 65

Construction Navale de Bordeaux

Lagoon 450 Neo (*World Premiere*)

Lagoon 620 Neo

Dream Yacht

Lagoon 38

Excess

Excess 11

Excess 11 Hybrid

Excess 13

Excess 14

Fontaine Pajot

FP41

FP44

FP51

FP59

Garcia Yachts

Explocat 52

Grand Lague Composites by ACCWing

Afinado (*World Premiere*)

Hellomulti

Dragonfly 36 Performance

HH Catamarans

HH44

ITA Catamarans

ITA 14.99

Lagoon

Lagoon 38

Lagoon 43

Lagoon 51

Lagoon 55

Lagoon 60

Leopard Catamarans

Leopard 46 et Moorings 4600

Leopard 52

McConaghy Boats

MC75 (*World Premiere*)

ModX Catamarans

ModX 70

Nautitech Catamarans

Nautitech 48 Open

Neel Trimarans

Neel 52

ORC Catamarans

ORC 57

Outremer

Outremer 48 (*World Premiere*)

Outremer 52

Privilège

Privilège Signature 510

Rapido Trimarans

Rapido 40 Racer (*World Premiere*)

Rapido 40 Cruiser

Seawind Catamarans

Seawind 1170

Seawind 1370

Simbad Yachts

Simbad 55 (*World Premiere*)

Swisscat Yachts

Swiss Cat 55 - *to be confirmed*

Tricat

Tricat 8.50

Trimarine Composites

TRM43 (*World Premiere*)

Vision Yachts

Vision 444 - *to be confirmed*

Windelo Catamaran

Windelo 50

Windelo 54

X Nav

Alegria 67

POWER

Aquila Boats

Aquila 32 Sport

Aquila 46 Coupe

Aquila 50 Yacht

Adventure Yachts

AY60 (*World Premiere*)

Apaca Location

Bali Catsmart

Aventura Yachts

Aventura 37 Explorer (*World Premiere*)

Aventura 38 Fly

Aventura 56 MY

Earthling

E-40 Powercat (*French Premiere*)

Jeanneau

TH33

TH38

Leopard Catamarans

Leopard 40 PC

Leopard 46 PC et Moorings 464 PC

Leopard 53 PC

Millikan Boats

M.10

Moon Yacht

Moon 60 Power

Prestige Yachts

M48

M7

Yot

Yot 36

Yot 41

Rise and shine!

There's plenty waiting for you on the water—and at **Stand P1** at the International Multihull Show. It's going to be a busy (and beautiful) day. Better get an early start! See you soon!



50 SAIL



50 YACHT



32 SPORT



46 COUPE



OUT THERE
STARTS HERE™

aquilaboats.com

New 2026 models to discover at the show

The 2026 edition of the IMS represents an excellent opportunity for many builders to showcase their new models as world, European, or French premieres. From the smallest to the largest, here are the sailing and power multihulls not to be missed!



© Multihulls World



World Premiere

© Aventura Yachts

Aventura 37 Explorer Range rather than speed

Times are changing: new “slow life” uses are gaining popularity. Today, boaters are looking for vessels capable of covering long distances at 8-10 knots with low fuel consumption; they are now quite willing to accept that their powercat won’t exceed 20 knots. Aventura Yachts is therefore offering a motor version of its highly successful 37 sailing model, featuring fuller and extended aft sections. Gone is the rig and its associated hardware; in contrast, engine power is increased. Output now ranges from twin 57 hp to 80 hp, or even 110 hp, while retaining saildrive transmissions. While the interior layout remains unchanged, the forward deck will become rigid starting with hull #2.

www.aventura-catamarans.com



Builder: Aventura Yachts

Naval architect: Lasta Design Studio

Length: 37'1" (11.30 m)

Beam: 19'6" (5.94 m)

Displacement: 7.9 t

Engines: 2 × 57 to 110 hp

Cruising speed: 8 to 12 knots

E-40 Powercat

Objective: reducing drag



Based in New Zealand since 2016, Earthling has become a specialist in electric propulsion. The builder offers a hybrid powercat based on the sleek Stealth 36 – a catamaran designed by Australian Alan Carwardine and built in Phuket, Thailand. This performance-sailing-inspired design may seem somewhat unconventional in the world of powercats, but thanks to the slender hulls and lightweight platform, it delivers extremely low drag at low and moderate speeds.

www.earthlingethos.com

Builder: Earthling	Motors: 2 × 50 kW
Length: 39'4" (12.0 m)	Batteries: 4 × 11 kWh
Beam: 18'1" (5.5 m)	Cruising speed: 10 knots
Displacement: 3.5 t	Top speed: 18 knots
Draft: 2'6" (0.75 m)	

TRM43

Performance and helm sensations



Naval architects Christophe Barreau and Frédéric Neuman have always favored the design of exciting multihulls to sail. The TRM43 logically follows the program of their former ORC42 and perfectly complements the impressive GP70 (a VPLP design presented two years ago at the IMS) offered by the Portuguese builder Trimarine. Thanks to its very refined composite construction, this multihull will be 2 to 3 times lighter than a production catamaran of similar size. Life on board will prioritize the pleasure of sailing, minimalist accommodations, and maximum autonomy.

www.trimarine.com

Builder: Trimarine Compósitos	Mainsail: 592 sq ft (55 m ²)
Naval architects: Barreau/Neuman	Solent: 409 sq ft (38 m ²)
Length overall: 43'0" (13.10 m)	Code 0: 592 sq ft (55 m ²)
Beam: 25'8" (7.82 m)	Motors: 2 × 20 hp
Draft: 3'3"/8'2" (1.00/2.50 m)	Berths: 6/8
Displacement: 12,346 lbs (5.6 t)	CE category: A

Rapido 40 Racer

The fastest 40-footer?



The standard Rapido 40 quickly demonstrated impressive speed potential from its very first outings. The model is available in Performance Cruiser and Racer versions. In this latter configuration, unveiled to the public for the first time, the trimaran is 700 kg lighter, enhanced with C-foils, a carbon rig, and an upwind sail area increased from 1,044 to 1,211 sq ft (97 to 112.54 m²). Altogether, these features could well make the Rapido 40 Racer the fastest cruising multihull in the 40-foot range. In port, the large floats fold in: the beam in sailing mode of 28'10" (8.80 m) reduces to 19'0" (5.80 m).

www.rapidotrimarans.com

Builder: Rapido Trimarans	Draft: 1'10"/4'7" (0.56/1.40 m)
Naval architects: Morelli & Melvin	Displacement: 9,921/11,464 lbs (4.5 /5.2 t)
Material: Composite	Mainsail: 699/792 sq ft (65/73.64 m ²)
Length: 39'6" (12.03 m)	Solent: 344/419 sq ft (32/38.9 m ²)
Beam: 19'0"/28'10" (5.8/8.8 m)	Motor: 29 hp



© Outremer

Outremer 48

Designed for bluewater cruising

Among long-distance cruising enthusiasts, the new-generation Outremer 45 has become just as iconic as its Gérard Danson-designed predecessor... but for the builder, the time had come to renew and harmonize the range in the spirit of the 55 and 52. The new 48 strikes a well-balanced compromise between performance and comfort. The interior layout, significantly optimized compared to the 45, enhances light and space and is available in 10 layout versions, with a forward port cabin that can be almost fully customized (single/double/triple cabin, office, workshop, dressing room, or children's area). The large cockpit, connected to the galley through wide sliding windows, features an "evolving" helm station similar to those on the 52 and 55: the wheel can be positioned in four different configurations to adapt to sailing style and weather conditions.

www.catamaran-ouremer.com

Builder: Outremer Yachting Displacement: 23,148 lbs (10.5 t)
 Naval architects: VPLP Mainsail: 883 sq ft (82 m²)
 Length: 48'0" (14.63 m) Genoa: 538 sq ft (50 m²)
 Beam: 24'10" (7.56 m) Spinnaker: 1,938 sq ft (180 m²)
 Draft: 4'1"/6'11" (1.25/2.10 m)



Aquila 50 Sail

A new sailing range

This is the first sailing model from the world's #1 power catamaran manufacturer. Beyond its soft, rounded lines and elongated hull windows, the model also borrows an innovative concept from Aquila's powercat range: direct access to the flybridge from the foredeck. Elegantly integrated steps, complemented by a refined handrail, create a fluid and natural connection between these two living areas. Several elements reveal the brand's powerboat heritage: a dedicated tender crane system, an impressively spacious owner's suite, generously appointed heads, and private access to each cabin. The interior styling enhances the sense of luxury, with carefully selected materials such as sophisticated curtains, leather detailing, and rug in the saloon. Notably, traditional side walkways have been replaced by predominantly open living spaces, reinforcing the boat's contemporary feel. A 45-footer and a 60-footer have already been announced.

www.aquilaboats.com

Builder: Aquila Boats Mainsail: 968/1,037 sq ft (90/96.4 m²)
 Length: 49'1" (14.97 m) Motors: 2 x 50 kW or 2 x 50/60/75 hp
 Beam: 25'9" (7.86 m) Fuel: 222 US gal (865 l)
 Draft: 4'8" (1.45 m) Water: 232 US gal (880 l)
 Air draft: 82'6" (25.15 m) CE Certification: A12/B12/C20/D30
 Light displacement: 50,600 lbs (24 t)



© Multihulls World



Leopard 53PC

New interior, new deck layout

The flagship of Leopard Catamarans' power range was launched in early 2020, so it was time to revisit the model - especially as competition has intensified significantly in the 50- to 55-foot powercat segment. The Leopard Catamarans and Robertson & Caine teams have introduced a completely new interior design, which feels much warmer than the previous version. The overall layout remains unchanged, however, with the signature split galley located near the cockpit and the saloon positioned close to the forward door. The most notable updates concern the cockpit, where all seating has been redesigned to be modular. Particular attention has also been paid to integrating the aft platform, now considered a true extension of the cockpit. The new 53PC also offers additional storage beneath the floors and seating, along with more modern lighting.

www.leopardcatamarans.com

Builder: Robertson & Caine
 Length overall: 50'6" (15.40 m)
 Beam: 25'2" (7.67 m)
 Draft: 3'3" (1.00 m)
 Air draft: 18'6" (5.65 m)
 Displacement: 47,200 lbs (21.41 t)

Motors: 2 x 370 hp
 Fuel capacity: 563 US gal (2,130 l)
 Water capacity: 185 US gal (700 l)
 Cruising speed: 17 knots
 Top speed: 24 knots



Simbad 55

A stylish adventurer...

Like most yachts designed by Pierre Delion, this new Simbad 55 is a true bluewater cruiser; the 55 also adopts the architect's signature style, with large, sweeping coachroof arches that conceal a vertical coachroof façade - and a well-protected forward cockpit.

A careful balance has been struck between performance, comfort, and ease of use, with a high-end sail plan coexisting alongside an XXL flybridge, powerful engines of 2 x 110 or even 150 hp, and an electric system for handling maneuvers. Inside, every detail has been thoughtfully designed to create a chic and refined atmosphere. High-quality materials such as bleached oak and walnut are enhanced by abundant natural light..

www.earthlingethos.com



Builder: Simbad Yachts
 Naval architect: Pierre Delion
 Design: Darnet Design
 Length overall: 57'8" (17.59 m)
 Waterline length: 54'11" (16.74 m)
 Beam: 29'3" (8.92 m)

Draft: 5'5" (1.64 m)
 Displacement: 61,729 lbs (28 t)
 Sail area: 1,862 sq ft (173 m²)
 Fuel capacity: 317 US gal (1,200 l)
 Water capacity: 264 US gal (1,000 l)



82ft Multiplast **MAGIC CAT**

1995. Refit 2022. Gilles Ollier design, built by Multiplast in carbon Epoxy. MAGIC CAT is an iconic catamaran that was ground-breaking in naval architecture at the time of her first launch. She remains at the forefront of technology, offering comfort and performance comparable to the latest high-tech models. She has benefited from several refits, the last of which was in 2022. She has shown exceptional seaworthiness during major crossings around the world and has achieved unparalleled success in the charter market.



Sunreef 80 Eco **APOLLO 99**

2023. APOLLO 99, represents the pinnacle of sustainable luxury yachting, presenting cutting-edge green technology and an ultra-modern design.

Built by the renowned Polish shipyard, Sunreef Yachts, this brand-new sailing catamaran offers an eco-friendly cruising experience without compromising on luxury. With a beam of 11.53m, she delivers expansive living spaces and panoramic views throughout.



Privilege 745 **CATTITUDE**

2013. The Privilege Série 7 "CATTITUDE" is the flagship of the prestigious Privilege range, where luxury meets ocean-going performance.

Designed by Marc Lombard Yacht Design and built to the highest of standards, she is a fully custom-built catamaran that redefines ocean cruising. With her exceptional volume, meticulous workmanship, and excellent seaworthiness, the Privilege Série 7 is the catamaran of choice for discerning sailors seeking comfort and autonomy.



McConaghy 75 **JACK**

2023. The McConaghy 75 is a lightweight, eco-friendly luxury performance cruising catamaran.

The progressive design features an appealing flybridge extending aft, creating a sweeping, sleek look. Performing with an effortless grace even in light airs, she provides smooth sailing prowess with stability and enviable speed. Half the weight of many of her contemporaries, she can sail in sub 10 knots. But in 20 knots of wind with a code zero flying, the MC75 is predicted to reach 21 knots of boat speed. She features a large saloon, a spacious aft deck with alfresco dining space, and a cushioned foredeck area.



Alibi 67 **SURPRISE**

2015. Very nice light, fast, seaworthy, and comfortable composite catamaran. SURPRISE can accommodate up to 8 guests in 4 double-bed cabins, and 3 crew in 2 cabins. She has proved her qualities, seaworthiness, and comfort through a round-the-world family cruise. In particular, she is very agile upwind and pleasant at the helm. She is all carbon built with carbon spars.



Lagoon 620 **LADY M**

2016. Refit 2025. This cruising Lagoon 620 catamaran is a fine blend of refinement and performance that can accommodate up to 6 guests.

She is available for sale in the South of France and also available for charter in the Western Mediterranean!



Explocat 52 **AQUA TERRA I**

2023. This ready-to-sail aluminium catamaran is ideal for blue-water cruising enthusiasts.

Crafted with meticulous care by Garcia Yachts - renowned for the outstanding quality of their aluminium hulls and accommodations - she strikes the perfect balance between performance and comfort. Double hull isolation & 4 watertight bulkheads in the hulls.



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Builder: Adventure Yachts
Length: 60'4" (18.40 m)
Beam: 27'9" (8.47 m)
Displacement: 40,785 lbs (18.5 t)

Motors: Hybrid or diesel outboards
Top speed: 22 knots
Cruising speed: 16 knots
Long-range speed: 8 knots (3,000 nm range)

AY60

Transoceanic range

Based in Thailand, Adventure Yachts has unveiled its very first 60-foot powercat, the AY60, at the IMS. This brand-new model, just launched, features a very modern design with reverse bows and stands out for its particularly light displacement in this category - just 18.5 tons - thanks to relatively slender hulls and a carefully engineered glass/epoxy and carbon/epoxy construction. The AY60 offers optimized energy efficiency and delivers a transoceanic range of 3,000 nautical miles at 8 knots. Hull #1 has been specifically designed for crewed charter, notably featuring a forward beach club with an integrated electric staircase. Other configurations are available for private owners or long-distance cruisers. The range includes the AY60 Sport and AY60 Flybridge versions, available with hybrid or diesel outboard propulsion, with three additional hulls already under construction.

www.adventure.yachts

MC75

The largest multihull at the IMS!

The presence of this luxurious full-carbon catamaran over 23 meters long clearly demonstrates that the International Multihulls Show truly is the show for all multihulls. While the MC75 is not entirely new - since hull #1 was launched in 2023 - this is the first time it has been presented to the public. On board, everything is about luxury and comfort, but performance has not been overlooked, as evidenced by the daggerboards - retractable in case of impact - which extend 14'9" (4.50 m) below the surface. The builder even promises, in certain conditions, speeds exceeding the wind. Also noteworthy is the structure of this multiyacht, which features no forward crossbeam; the designers drew direct inspiration from America's Cup foiling catamarans by adopting a central carbon beam.

www.mconaghyboats.com



Builder: McConaghy Boats
Naval architects: Ker Yacht Design
Length: 76'5" (23.30 m)
Beam: 32'2" (9.80 m)

Draft: 14'9" (4.50 m)
Sail area: 3,207 sq ft (298 m²)
Motors: 2 x 150 hp

The 2026 nominees for the Multihull of the Year



The Multihull of the Year awards were launched by Multihulls World in 2018 with the aim of rewarding the best new models through votes from the multihull community. The success was immediate, with thousands of you voting from the very first edition. Discover the 36 nominees for the 2026 MOTY!

The official selection was unveiled on February 11, the opening day of the Miami International Boat Show.

For the 2026 edition, 36 models are competing across six size-based categories: three for sailing multihulls and three for power. In addition:

- The International Multihull Show Premiere award will be granted by the jury to one of the new models presented at the show.

- The Capt'n Boat award will recognize an iconic multihull, following a vote by users of the platform.

Voting remained open until April 18 on the dedicated page:

www.multihulloftheyear.com

The official results will be announced on Wednesday, April 22, the opening day of the International Multihull Show in La Grande-Motte.

SAIL

Under 45'

Astus 26.5
Tricat 8.50
Lagoon 38
Seawind 1160 XL
Excess 13
FP44

45 to 55'

Tortue 147
Aquila 50 Sail
Balance 502
Leopard 52
Island Spirit 525e
Voyage 510

Over 55'

Knysna 550
Max 55SC
Seaview 59/60
OE62
C-Cat 65
MC68

POWER

Under 45'

TH33
Millikan M.10
HammerCat 35HH
Heritage 36
Invincible 36
Wama 42 XL

45 to 60'

BGF45
Vandal 50
Rapido 500 ECO Power Cat
Ultima 55
Aventura 56 MY
Prestige M7

Over 60'

Oceanwalker S60 Revolution
AY60
Sixty Solar Power
Xcel 70
SY80
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Reverse round-the-world

94 days, 21 hours, 58 minutes

Record broken by Guirec Soudée!



The video



Jean-Luc Van Den Heede was, of course, present to welcome the new record holder.

Twenty-two years after Jean-Luc Van Den Heede, the young Breton sailor was welcomed as a hero in Brest: aboard his giant trimaran *MACSF*, he has just beaten the reverse round-the-world record by 28 days. We were able to welcome him into the harbor and share his first moments back on land.



Guirec was greeted by an enthusiastic crowd.

By mooring his gigantic multihull at Quai du Commandant Malbert, Guirec Soudée achieved a masterstroke: at just 34 years old, on his very first attempt, he has claimed one of the most demanding sailing records in existence.

Last summer, while Guirec Soudée's transatlantic "warm-up" with famous YouTuber Inoxtag may have looked like a holiday, it was in fact preparation for an extreme challenge - sailing solo, non-stop around the world via the three great capes... but in reverse. This means heading straight for Cape Horn first, followed by Cape Leeuwin and the Cape of Good Hope, leaving them to starboard.

The Breton skipper left his home port of Lorient at the end of December aboard his Ultim *MACSF*. Just two days before Christmas, he crossed the start line be-

tween Ouessant Island and Cape Lizard. Ahead of him lay 22,000 miles of direct route against winds and currents.

While Guirec is a highly experienced and determined sailor - he has already completed a double transatlantic rowing crossing - the challenge of this circumnavigation is immense. Even top sailors such as Thomas Coville, fresh from his Jules Verne Trophy record, openly admit: *"It's a challenge that impresses me and one I don't think I would ever have been capable of taking on. It's extraordinary. I don't know if people realize what he is doing, but it truly pushes the limits of adventure."*

It's no surprise that the previous record, set by Jean-Luc Van Den Heede after four

attempts, stood for 22 years. The sailor from Les Sables-d'Olonne acknowledges that records are meant to be broken - especially those set in monohulls.

In reality, however, a 25.7 m aluminum yacht is arguably better suited to such a punishing route. In 2017, Yves Le Blévec capsized shortly after Cape Horn while sailing solo aboard his *Ultim Actual*. In 2022, Romain Pilliard and Alex Pella ran aground at the entrance to Cook Strait after anchoring their trimaran *Use It Again* to avoid a storm on day 34.

Final tacks under double-reefed mainsail and J3 for MACSF, as she enters the Brest roadstead.



Technical specifications

- Length: 101'8" (31 m)
- Beam: 69'7" (21.20 m)
- Mast height: 114'10" (35 m)
- Max sail area: 7,136 sq ft (663 m²)
- Top speed: 43 knots

Ultim MACSF: a proven trimaran

The Ultim MACSF was launched in 2014 under the name *Sodebo Ultim'*. However, this giant trimaran has much older roots, incorporating elements such as crossbeams and floats from *Geronimo*, launched in 2001. The trimaran went on to enjoy a long career under the names *Actual Leader*, *Mieux*, and *Adagio*, before taking on the colors of MACSF, the health professionals' mutual insurance group founded in 1935.



Westabout round-the-world record

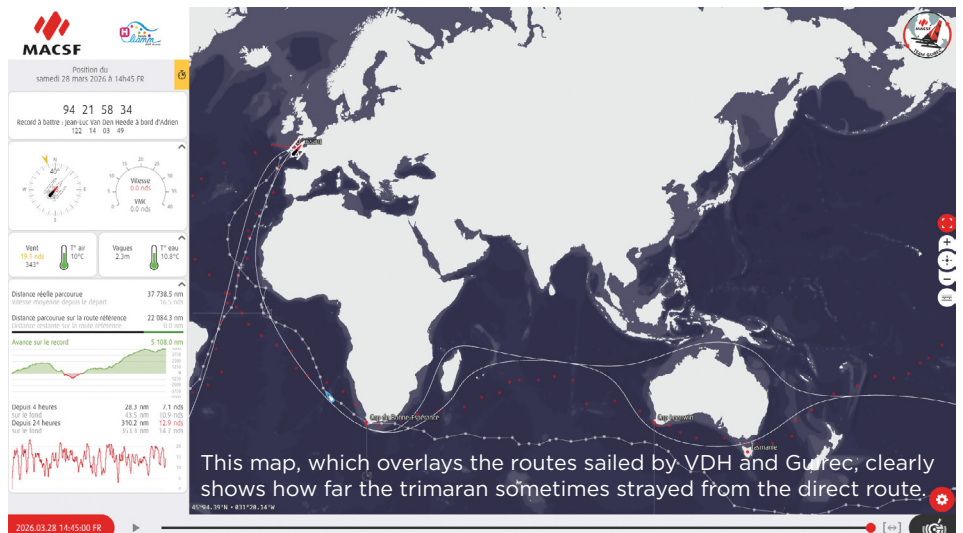
Guirec, for his part, covered nearly 38,000 miles, while the reference route measures just over 22,000. Where Van Den Heede sailed south of Point Nemo, skimming the ice, the solo sailor headed almost up to the Equator in the Pacific to preserve his Ultim. "To go far, spare your mount," as the saying goes... For Guirec, not bringing his trimaran home - particularly given his financial commitment to the project - was simply not an option.

Technically, Guirec had to deal with a damaged starboard rudder in the Indian Ocean caused by a fishing net, along with numerous other issues—fortunately without major impact on speed or safety. Even so, just hours before the finish, the Ultim MACSF was still hitting speeds of over 20 knots.

One can only imagine the intense pressure the sailor endured until crossing the finish line.

Bravo, Guirec!

- 1971 - Chay Blyth aboard *British Steel* (monohull) - 292 days
- 1994 - Mike Golding aboard *Group 4* (monohull) - 161 days
- 2000 - Philippe Monet aboard *Unnet* (monohull) - 151 days
- 2004 - Jean-Luc Van Den Heede aboard *Adrien* (monohull) - 122 days
- 2026 - Guirec Soudée aboard MACSF (multihull) - 94 days**



This map, which overlays the routes sailed by VDH and Guirec, clearly shows how far the trimaran sometimes strayed from the direct route.

Bluewater cruising

Picomole

A trimaran in Antarctica!

The Rapido 53XS #1, Picomole, reached Antarctica in February 2026; it is believed to be only the second cruising trimaran to cross the Drake Passage and sail along the Antarctic Peninsula.

To say the least, *Picomole* fears neither records nor extreme temperature swings! In just a few months, this trimaran went from racing in the Aegean Sea (Greece) to the ARC (Gran Canaria/Saint Lucia), a transatlantic rally in which she performed brilliantly, before heading due south toward Antarctica... nothing seems to stop her!

This cruising trimaran indeed claimed overall corrected-time victory last December in the Multihull division, Class A and all classes, of the ARC—this transatlantic rally linking the Canary Islands to the Caribbean since 1986. But after a lightning-fast 11-day crossing that set a new multihull record for the event, *Picomole* quickly disappeared from Saint Lucia... So where had the trimaran and her easygoing crew gone? To the end of the world, quite simply. After a few well-earned Caribbean celebrations, *Picomole* continued south along the coast of South America and far beyond, into penguin territory.

The images are striking: surrounded by glaciers - likely between Anvers Island and Brabant Island the crew savors the

achievement. This icy, snow-covered environment is more commonly associated with steel or aluminum expedition yachts than with high-performance cruising trimarans. In fact, it is extremely rare for pleasure craft to venture into such waters. To date, to our knowledge, only one catamaran and one trimaran (a Corsair 31) have reached Antarctica, in 1999 and 2010 respectively. That said, the level of commitment remains exceptionally high for Aldo aboard his composite yacht. At the time of writing, the crew has yet to publish a full account or logbook of the voyage. However, they have regularly shared stunning images on social media, sometimes with the help of passing cruise passengers. There is even a video of them taking an icy swim - under the watchful eyes of penguins! Going from tropical trade winds to the harsh cold of the Southern Ocean aboard a trimaran in a single season reflects remarkable ambition. The Drake Passage is indeed one of the most demanding ocean crossings. In this maritime zone

Who: Aldo Fumagalli and crew
Where: West coast of the Antarctic Peninsula
Multihull: Rapido 53XS
YouTube : youtu.be/mlDJNuAYSiw



© Michel Bourque



© Luca Tausel & Sami Alshukily

between Cape Horn and Antarctica, powerful wind systems associated with low-pressure systems and the Antarctic Circumpolar Current generate extremely rough seas.

Crossing these waters must therefore be carefully planned to select the optimal weather window. And as one approaches Antarctica, closer to the peninsula, attention must turn to drifting icebergs and growlers (smaller ice fragments), some of which are not detected by radar. Following its southern odyssey, *Picomole* made a fast and safe return across the Drake Passage; the trimaran is now safely back in South America.

We can't wait to see their next adventures!



© Luca Tausel & Sami Alshukily



© Luca Tausel & Sami Alshukily



The tribe in the BVI

Pirates, turtles and lobsters

Who: Charlotte, Maria, Pierre-Yves, Mahé, Marceau, Laurie, Quentin, Aude and Joffrey
Where: British Virgin Islands
Multihull: Moorings 5000 (Leopard 50)



Sailing the British Virgin Islands as a family? Almost child's play. Short distances, safe anchorages, and postcard-perfect scenery: we embarked a group of nine - including three children - aboard a Moorings 5000 (Leopard 50) for ten days in paradise.

After departing Tortola, the holiday rhythm quickly settles in: one to three hours of sailing per day, just enough to enjoy being under sail before diving back into turquoise waters. Course set for Cooper Island, then Saba Rock and Virgin Gorda, before pointing the bows toward Anegada, the only coral island in the archipelago. The horizon is perfectly flat, and the roughly three-hour crossing offers a real taste of open-sea sailing. The island is famous for its wild beaches - and especially for its lobsters. We dine at Potters Bar & Lobster House, where the Caribbean atmosphere quickly takes hold: local music, feet in the sand, and huge lobsters caught that very morning on our plates. It doesn't get more BVI than that!

On board, it's life as a tribe. There are nine of us, including three children. While Charlotte is already a seasoned sailor, it's a first for Mahé and Marceau, who are determined to turn the cruise into a pirate adventure. Good news: the BVI are an ideal playground for family cruising. The sailing legs are short, and most anchorages are equipped with mooring buoys, making maneuvers much easier and the overall experience very relaxed.

The Leopard 50 proved to be the perfect companion for this lively crew. Despite our numbers on board, everyone easily finds their own space: comfortable cabins, a welcoming cockpit, and a panoramic flybridge allow for shared moments while still offering the chance to retreat and recharge. The rest of the time? In the water, of course! The kids chain together swims and snorkeling sessions. Below the surface, the show is constant: turtles, schools of thousands of colorful fish, cuttlefish, a nurse shark spotted near a reef, and even the exploration of a pirate cave to complete the picture. After Scrub Island and Guana Island, we head to Little Jost Van Dyke to discover the spectacular Bubbly Pool, a natural basin where waves surge and foam between the rocks. Then it's a must-stop at White Bay for lunch with our feet in the water at the legendary Soggy Dollar Bar. At Great Harbor, we restock at Rudy's

Marketplace, enjoy a convivial stop at Foxy's, before heading to Cane Garden Bay. The cruise ends at Norman Island, with a final snorkeling session at the famous Indians, and two nights at anchor in The Bight. A few days later, we return to Tortola, salty-haired, sun-kissed, and convinced we've found one of the best destinations in the world for sailing with children: simple, safe, and incredibly fun.



Design & innovation

Naval architects at the helm!

The International Multihull Show has always highlighted the men and women who design our multihulls. As every year, visitors will have access to a dedicated Multihull Design & Innovation space. This hub showcases the major trends in catamaran and trimaran design, technological advances, and sustainable solutions that will shape the future of boating - this last topic is covered later. But keep in mind that most IMS exhibitors already have one foot in the future!

A bit of history: the first production cruising multihulls came from the UK in the 1960s. It wasn't until much later, in 1983, that Fountaine Pajot launched its *Louisiane*, the ancestor of the modern catamaran as we know it today. A year later, Lagoon entered the scene under Jeanneau before joining Groupe Bénéteau and becoming the global leader - with 7,700 catamarans built. The 1980s and 1990s marked the emergence of a market that has since become one of the strongest and most dynamic. Highly popular with charter fleets, catamarans have evolved to become more comfortable and easier to handle.

By the late 1990s, powercats appeared. Their diffusion remained limited for a long time but is now growing rapidly thanks to players such as Aquila and Leopard.

The multiyacht sector, for its part, took shape in the 2000s and has, over the past decade, become the most dynamic segment of the multihull market.

From pure sailing machines, multihulls have become true living platforms - indeed, 80 to 90% of the time is spent in port or at anchor. Some purists may not fully embrace this evolution, but the market has not forgotten them: many builders still offer sleek, performance-oriented boats, such as Comar Yachts and ORC. Others strike a balance, like Excess, Nautitech, and Outremer.

Naval architects and designers have adapted to the demand for comfort and evolving market trends by proposing new solutions. Here is a brief (non-exhaustive) overview of the key ideas and concepts that have shaped the last 40 years.

1985 - Central nacelle extension

The first *Privilège* catamaran, the 14.70, featured a kind of third central hull capable of housing an owner's cabin. The concept has never been abandoned by the builder. O Yachts revisited this idea in 2016 with the Class 6.

1992 - Coachroof visor

Fountaine Pajot introduced the *Venezia 42* with a coachroof visor; this overhang, which protects the nacelle from direct sunlight, became a signature feature of the brand.

1997 - Vertical windows

The vertical windows of the Lagoon 410 established the brand's design DNA, paving the way for its global leadership.

2000 - Rigid bimini

The Nautitech 40 featured a rigid bimini, a concept that would become widely adopted, replacing fabric protections.

2003 - Forward cockpit

The Lagoon Power 43 was the first sub-60-foot multihull to feature a true forward cockpit.

2004 - Flybridge

The Lagoon 440 became the first sub-50-foot multihull to offer a flybridge.

2006 - Hybrid propulsion & flush nacelle

The Lagoon 420 was the first production hybrid catamaran and also eliminated the step at the saloon entrance, offering forward transverse berths in this size range.

2009 - Dual helm & control station

The *Galathéa 65*, followed by the *Hélia 44*, introduced a maneuvering station complemented by a helm just behind. This setup was later adopted across most Fountaine Pajot models (except those with flybridges).



Nautitech widely adopted the rigid bimini as early as the 2000s and introduced the open-plan indoor/outdoor living space concept in 2013.



© Neel Trimarans

Neel launched its first model with a full deck layout and wide nacelle in 2011; the Neel 52, shown here, will be on display at the show.

2010 - Forward door

While forward doors had long existed on large yachts, the Leopard 44 popularized the concept in 2010 for cruising catamarans. Since then, over 2,500 such boats have been built. The SC48 by Pierre Delion also featured a forward door and a single-level aft cockpit/saloon/forward cockpit layout.

2011 - Wide nacelle on a trimaran

The Neel 45 was the first modern trimaran to offer a wide nacelle on an extended deck. The concept had already been explored in the late 1960s with boats like the American Telstar.

2013 - Open indoor/outdoor living space

The Nautitech 40 introduced a new concept by extending the saloon into the cockpit, creating a seamless space that could be enclosed when needed.

2014 - Solid foredeck & tilting door: the Bali revolution

With the Bali 4.5, Catana Group disrupted the market with a solid foredeck and later a large tilting door, creating a highly modular indoor/outdoor space. Bali's relaxed cruising philosophy has since influenced the entire industry.

2015 - Production foiling catamaran

The Gunboat G4, built in the Netherlands, became the first production multihull equipped with foils.

2018 - Electric aft platform

The Astréa 42 was the first sub-60-foot catamaran to feature an electric swim platform—now widely adopted across the market.

2021 - Eco-responsible multihull

The Windelo 50 was the first multihull designed as a fully eco-responsible product, from construction to usage and recycling.



© Windelo

Windelo is the first brand to have developed eco-responsible multihulls.

2025 - Smart rigging

With its retractable and inflatable rig, the MODX70 offers a new experience by automating all sailing systems.

2026 - New coachroof arches

Coachroofs with vertical front faces and lateral arches were developed by brands such as Privilège, Leopard, and Outremer. This year's designs push the concept further, with more forward-positioned nacelles like that of the upcoming Bali 7.0, and even integrated access ramps to the flybridge, as seen on the Aquila 50—discover them in La Grande-Motte.



© Bali Catamarans

The Bali 7.0 gives a glimpse of upcoming design evolutions, featuring a very forward-positioned coachroof.

Perspective(s)



© Fountaine Pajot

Posidonia is a fragile ecosystem - let's protect it!

Boating facing the challenge of the energy transition and environmental responsibility

The multihull world has always been more innovative and responsive in terms of ergonomics, design, and usage trends than the more traditional monohull sector. It's no surprise that most players in the industry are committed to reducing carbon emissions and implementing new solutions to better preserve our seas and oceans. Here's a closer look at these actions—and, of course, those driving them.

When addressing environmental responsibility and decarbonization in boating, our interlocutors are quick to mention the 100,000 cargo ships, tankers, and cruise liners that crisscross our oceans, call at ports, and... never shut down their engines. The usual argument: what's the point of electric engines and recycled materials in leisure boating compared to these XXL polluters?

The first answer: the commercial shipping industry has already begun its ecological transition. Ships are using more efficient engines, sailing slightly

slower, and above all... showing renewed interest in wind propulsion. Beyond the Sea has tested one of its 1,076 sq ft (100 m²) kite wings on a Chilean chemical tanker. While manufacturers of inflatable wings such as Aeroforce (already used on the MODX 70) and rigid systems like ACCWing have developed solutions that allow our multihulls to sail faster and more easily, they can also help reduce the reliance on polluting engines aboard large vessels.

The second argument: legislation protecting coastlines and inland waters is becoming increasingly strict.



© MOD X

Innovative rigs, such as the one on the MODX 70, make sailing more accessible.

In many areas and some harbors, carbon emissions are already prohibited. So why not anticipate these changes? Then there's the power of example. If solutions work for leisure boating, they can likely be applied to fishing and commercial shipping as well. Once awareness is established, it's time for action. The ecological transition is based on three main pillars: reducing carbon emissions while sailing, using recyclable and less polluting materials, preserving the environment, and... keeping your multihull longer.

Reducing emissions from combustion engines

Like in the automotive industry, electric propulsion is gaining momentum. It is often paired with a generator, as current battery capacities still limit full-electric range to around 100 nautical miles. However, thanks to solar panels, it is now possible to remain "clean" at anchor - or even continuously, as demonstrated by the M.10 from Millikan.

One obvious fact: sailing remains the best way to eliminate carbon emissions. Better still, batteries can be efficiently recharged through hydro-generation. Companies such as ENav Systems, EPTechnologie APS, Jool, and Nanni Industries specialize in hybrid propulsion, while Fischer Panda focuses on generators. All are present at the International Multihull Show.

On the builders' side, nearly all exhibitors at the IMS now offer hybrid pro-



The Leopard 46 is the first model from the South African builder to be offered with optional hybrid propulsion.

or recyclable fabrics is also a step forward. Windelo has based its entire construction process on this eco-friendly model. Lagoon and Neel Trimarans are increasingly incorporating reusable resin components and experimenting with new fibers such as flax. Outremer has even built a 5X entirely from flax fiber.

Environmental awareness is not limited to construction: it also extends to the choice of materials. Cork-based decking is now favored over teak, whose natural resources are nearing depletion.

Building cleaner

Not everyone in the boating industry agrees on the environmental impact of building a multihull versus its use over 40 years (the average lifespan of a pleasure boat). Still, aluminum construction offers strong recyclability potential. Using bio-based resins

or recyclable fabrics is also a step forward.

Windelo has based its entire construction process on this eco-friendly model. Lagoon and Neel Trimarans are increasingly incorporating reusable resin components and experimenting with new fibers such as flax. Outremer has even built a 5X entirely from flax fiber.

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Protecting seas and oceans

It's been a long time since smokers threw cigarette butts overboard - they now collect them in jars. This small gesture reflects the broader awareness that has developed among boaters in less than 20 years. Fifty years ago, some top skippers would discard worn-out sails at sea after races - unthinkable today and now strictly prohibited.

We've evolved: nothing is thrown overboard anymore, except biodegradable waste. At anchor, multihulls now use black water tanks. That leaves

The LibertyKite developed by Yves Parlier helps reduce engine use on power multihulls.



Multihull Design & Innovation exhibitors

Archi Delion
Ascurium
Bañuls Design
Beyond the Sea
Ronan Ohier Yacht Design
JFA Yachts
Thorne Design Ltd
Yacht Design Collective



The FP51 has been available in a hybrid version since 2022; today, all Fountaine Pajot models up to 55 feet are offered with optional electric propulsion.

the seabed - especially coral and seagrass such as posidonia - as a key area of concern. It's up to us to favor mooring buoys and improve anchoring practices. Chart providers now include sensitive areas as dedicated layers.

Morphée, a safety system developed

by Mooring Solution, helps protect seabeds by limiting anchor drag. Let's also acknowledge the efforts of Fountaine Pajot and Lagoon, which have launched awareness campaigns on marine environmental protection.

Protecting marine ecosystems also involves using effective but non-

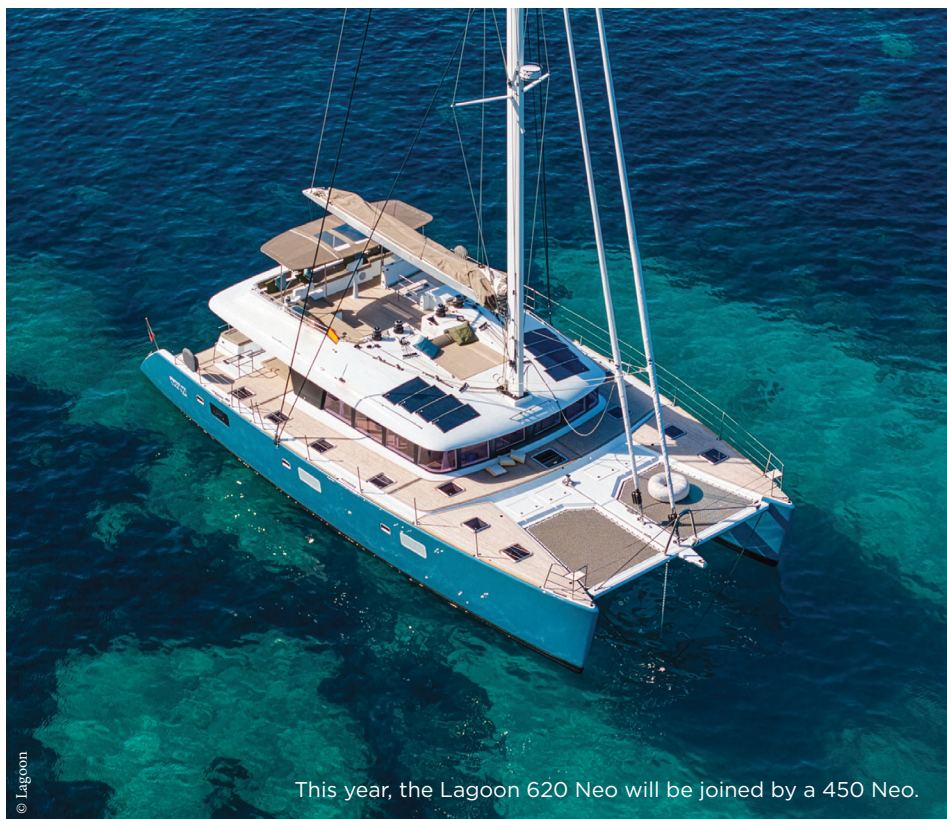
toxic antifouling paints. AGL Marine has developed new solutions, as has Ascurium Industries for hull coatings. Another effective alternative worth considering is K-Ren hull covers, which block photosynthesis and keep hulls clean even without antifouling.

Long live second-hand—and refit!

The late naval architect Marc Lombard used to say: *"The most eco-friendly boat is a second-hand boat!"* He wasn't wrong: keeping a multihull longer is far more sustainable than building a new one. Pre-owned catamarans and trimarans are also significantly more affordable.

This dual reality has led many companies to specialize in refit - restoring used boats to like-new condition. Some builders, like Catana Group, have updated older models, although this remained a marginal activity. Last year, Lagoon shook things up by introducing package-based refit pricing and unveiling its first refitted model, the Lagoon 620 Neo. This year, it will be joined by a 450 Neo, and the builder has announced that more models will soon be eligible for refit.

It's a safe bet that other brands will follow!



This year, the Lagoon 620 Neo will be joined by a 450 Neo.

Equipment

Specialists in equipment and service, ready to assist

From electronics to safety, including rigging, sails, deck hardware and accessories: all the professionals will be there!

The International Multihull Show presents 80 multihulls afloat - but that's not all! Many industry professionals will also be in attendance. Numerous deck gear manufacturers and distributors will be represented, along with equipment suppliers. Blocks, steering wheels, electric winch handles, fenders, watermakers, hydraulic platforms - everything you need on board your multihull will be in La Grande-Motte.

Engine manufacturers - both thermal and electric propulsion - will be present, alongside energy management specialists. They will be joined by propeller manufacturers, rigging experts, and sailmakers.

Many electronics companies will have stands, as will software developers, paint suppliers, and safety specialists.

On the service side, all attending professionals - harbor authorities, insurers, financing organizations, brokers, and transport companies - will be available to advise you.



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